

# Municipal Complex Redevelopment Plan

for the

Township of Berkeley Heights



Township of Berkeley Heights  
Union County, New Jersey

May 19, 2016

Prepared by

**Harbor Consultants, Inc.**

320 North Avenue East

Cranford, New Jersey 07016

Project Number 2012008.04

The original of this report was signed and  
sealed in accordance with N.J.S.A. 45:14A-12.

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# **Municipal Complex Redevelopment Plan**

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- 3. Subsurface Investigation Report prepared by Melick –Tully Associates, dated March 18, 2016 (under separate cover).

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## 1.0 Introduction

### 1.1 Redevelopment Process

The Township of Berkeley Heights has evaluated the need for the redevelopment of the Township Municipal Complex and adjacent right-of-ways of Berkeley Avenue and Columbus Avenue (Municipal Complex).

On November 18<sup>th</sup>, 2013 the Township Council adopted Resolution 271-2013 which authorized the Planning Board “to undertake a preliminary investigation to determine whether a proposed area is a redevelopment area according to the criteria set forth in N.J.S.A. 40A:12A-5.”<sup>1</sup>

On January 30<sup>th</sup>, 2014 the Planning Board adopted a Resolution which “memorializes by this Resolution the action taken by the Board authorizing Harbor Consultants, Inc., to prepare a map of the Property, a statement setting forth the basis for the investigation and conduct a preliminary investigation of the Property to determine whether the Property meets the ' criteria set forth in the LRHL and should be designated as an area in need of non-condemnation redevelopment.”<sup>2</sup>

On March 26<sup>th</sup>, 2014 a public hearing was held before the Township Planning Board to review the study, evidence and testimony in support of the findings of whether or not the Municipal Complex satisfied the requirements of the Local Redevelopment and Housing Law to be considered an area in need of redevelopment. The Township Planning Board concluded the Municipal Complex satisfied the requirements of the Local Development and Housing Law and on April 09, 2014 adopted a Resolution which memorialized the findings of the Planning Board.

On April 22<sup>nd</sup>, 2014 the Township Council adopted Resolution 120-2014 which designated the Study Area as an area in need of non-condemnation redevelopment pursuant to N.J.S.A. 40A:12A-6. This same Resolution also authorized the Township Planner to work with the Township Council to prepare a redevelopment plan for the Study Area.

On May 09, 2014 the Department of Community Affairs issued a letter stating, in part, “The Department of Community Affairs has identified these areas as situated within the Metropolitan Planning Area (PA1). In accordance with N.J.A.C. 40A:12A-6, the municipality’s approval took effect upon transmittal to the Department of Community Affairs and no further action is necessary from the department to effectuate your designation. ... This designation is a tribute to the work Berkeley Heights has done.”<sup>3</sup>

This Redevelopment Plan for the Township of Berkeley Heights Municipal Complex has been prepared in accordance with N.J.S.A. 40A:12A-7 of the Local Redevelopment and Housing Law.

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<sup>1</sup> Resolution 271-2013 for the Township of Berkeley Heights, Union County, New Jersey. Approved 18 November 2013. Attested by Ana Minkoff, Township Clerk.

<sup>2</sup> Resolution for the Planning Board of the Township of Berkeley Heights, Union County, New Jersey. Approved 30 January 2014. Signed by Connie Valenti, Secretary.

<sup>3</sup> May 09, 2014 Department of Community Affairs Letter



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## 1.2 Description of the Redevelopment Area

The Redevelopment Area is known locally as the Berkeley Heights Municipal Complex and is located on four (4) individual parcels and a section of two municipal rights-of-ways in the northwest section of the Township. More specifically, the Redevelopment Area is generally depicted on Figure 2 and consists of Lot 1 and Lot 4, Block 608 and Lot 5 and Lot 6, Block 504 and that portion of the Columbus Avenue right-of-way extending from the western limit of Lot 6, Block 504 to the NJ Transit boundary line to the north and that portion of the Berkeley Avenue right-of-way extending from the New Jersey Transit boundary line to the north extending to the Park Avenue right-of-way to the south. The Redevelopment Area is located directly across from the Berkeley Heights Train Station which is serviced by the New Jersey Transit Gladstone Branch of the Morris and Essex Line providing direct train service to midtown Manhattan.

The Redevelopment Area is approximately 9.48 +/- acres, which is based on municipal tax records. The Redevelopment Area contains the Township of Berkeley Heights Municipal Complex which consists of the Township Municipal Building, Police Department, Recreation Building, Construction and Engineering Offices, Public Works Department and Salt Dome. The eastern most portion of the Municipal Complex is also used for commuter parking spaces associated with the Berkeley Heights Train Station. The western portion of the property is wooded and provides a natural vegetative buffer between the neighboring single family residential developments and the Municipal Complex. A small area of freshwater wetlands is contained within this wooded area. All lands and rights-of-way within the Redevelopment Area are owned by the Township of Berkeley Heights.

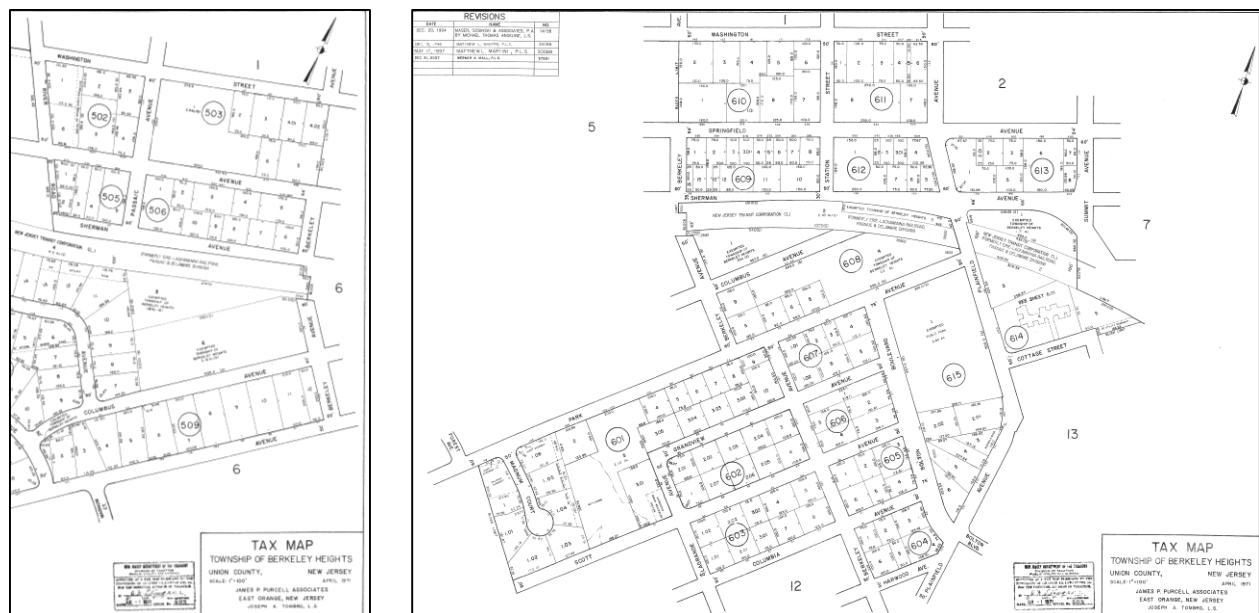


Figure 1: Berkeley Heights Tax Map of the Redevelopment Area

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The Columbus Avenue and Berkeley Avenue rights-of-way are partially developed, under improved driveways that provide ingress and egress to the Municipal Complex from Park Avenue. A single family home located on Lot 9, Block 608, with a street address of 170 Berkeley Avenue is located at the intersection of Berkeley Avenue and Columbus Avenue. Access to this property is by way of a driveway extending from the Columbus Avenue right-of-way. Another single family home located on Lot 12, Block 509, with a street address of 77 Park Avenue contains a driveway extending onto the Berkeley Avenue right-of-way. Any redevelopment of the study area shall maintain driveway access to these two (2) single family residential properties, both of which are outside of the Redevelopment Area. All lands and rights-of-way in the study area are owned by the Township of Berkeley Heights.

Table 1: Berkeley Heights Municipal Complex Redevelopment Area Properties Included in Study Area			
Owners	Block	Lot	Lot Area
Township of Berkeley Heights	504	5	1.3 +/- Acres
Township of Berkeley Heights	504	6	3.1 +/- Acres
Township of Berkeley Heights	608	1	.9 +/- Acres
Township of Berkeley Heights	608	4	2.2 +/- Acres
Township of Berkeley Heights	Portion of Columbus Ave. R.O.W.		1.37 +/- Acres
Township of Berkeley Heights	Portion of Berkeley Ave. R.O.W.		.61 +/- Acres
Total Area			9.48+/- Acres
*Information Shown in Table is from the municipal tax records only.			



*Figure 2: Aerial Photograph of the Municipal Complex Redevelopment Properties*

# Municipal Complex Redevelopment Plan

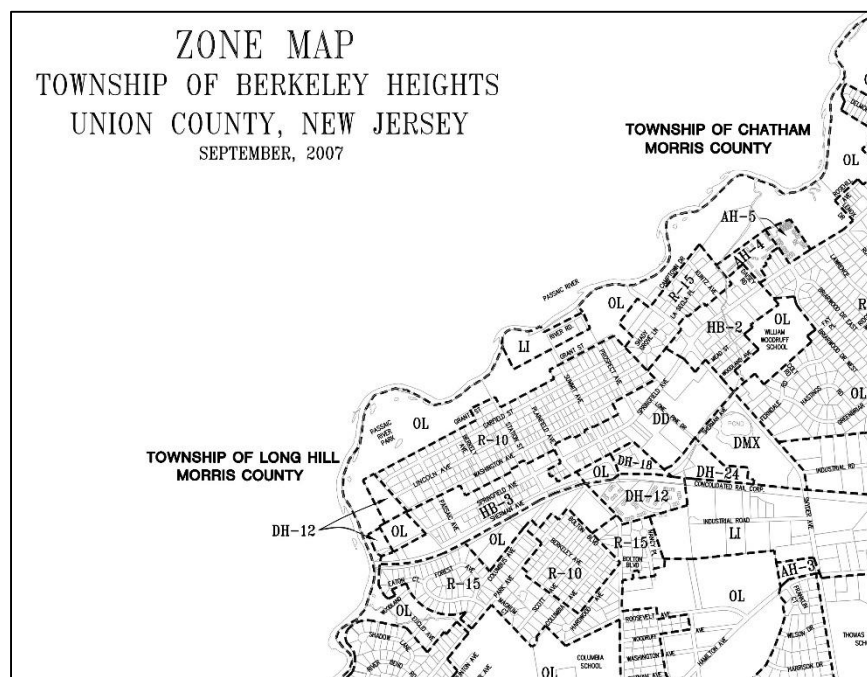
*Township of Berkeley Heights, Union County, New Jersey*

## 1.3 Neighborhood

The Redevelopment Area is bounded by the New Jersey Transit Line to the north, Plainfield Avenue to the east, a single family residential neighborhood and Memorial Park to the south along Park Avenue and a single family residential neighborhood to the west.

The large single family residential development to the west and south of the study area, along Forest Avenue and Park Avenue, is located in the R-15 Zone District which permits single family homes on individual lots with a minimum of 15,000 square feet. Another single family residential development to the south of the study area along Berkeley Avenue is located in the R-10 Zone District which permits single family homes on individual lots with a minimum of 10,000 square feet.

The Housing and Business Zone District – 3 (HB-3) is located to the north of the study area, across the New Jersey Transit Rail Line. The Housing and Business Zone District – 3 represents one of three (3) business districts which together comprise the Downtown Business District in the Township, which are generally located along Springfield Avenue, the main business corridor in the Township.

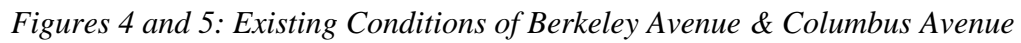


*Figure 3: Zoning Map of the Municipal Complex Redevelopment Properties*

The DH-18 Downtown Housing Zone District is located to the east, across Plainfield Avenue. The DH-18 Zone District permits as principal permitted uses townhouses with setback side attached garages, townhouses with collective parking lots, courts or garages, multifamily structures including apartments and vertical duplexes.



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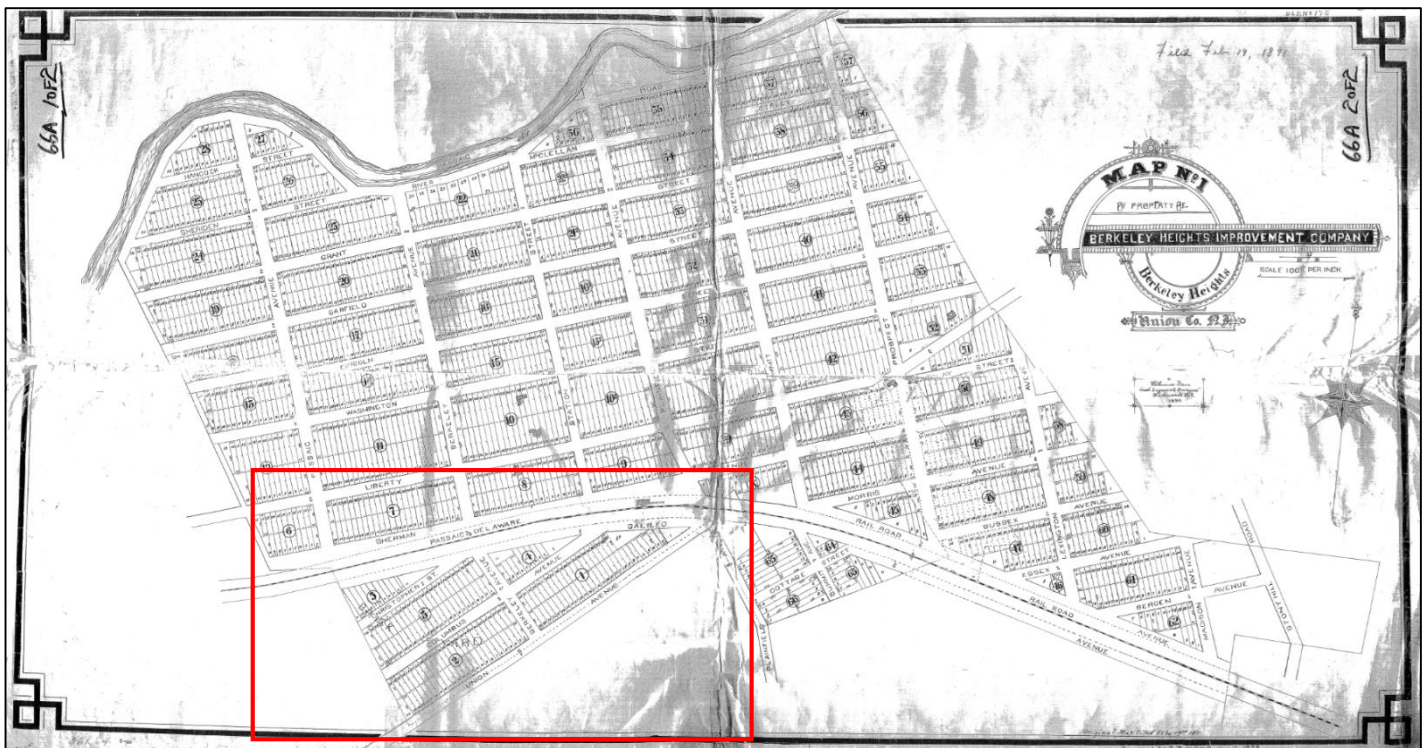


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## 1.4 History of the Township Municipal Complex

The Berkeley Heights Municipal Complex occupies lands that were originally mapped and filed on February 19, 1891 by the Berkeley Heights Improvement Company. The municipal town hall was constructed in 1938 and was originally used as the municipal offices and firehouse. In 1949 the Public Works Building was constructed adjacent to the municipal building. In 1959 a building addition was constructed onto the municipal building, which later became the Police Headquarters. In 1965 this building was later converted to its current use, being the engineering and construction office. A temporary trailer was delivered to the property in 2001 and has since been used by the Police Department for ancillary offices.



*Figure 7: 1890 Historical Tax Map of the Park Ave Site and Surrounding Area*

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*Figure 8: 1890 Historical Map of the Park Ave Site and Train Station*

## 1.5 Architectural Needs Study

The project planning and architectural team of Anthony Iovino and staff, of Arcari and Iovino Architects PC (the Architects), initially visited with each of the individual department heads at the beginning of this process a few years ago. Their goal was to identify the needs of each municipal service department. These needs included information such as staffing levels (current and projected), file space, visitor/public interaction, and parking. Utilizing this experience with public facilities in concert with good design practice, and in comparison to the existing spaces, they were able to forecast the space needs for these departments.

As the Architects began the current design exercise for the Park Avenue site, they revisited with each of the municipal department heads again in February and March of 2016 to conduct interviews, refine their data, and confirm earlier findings. The target sizes of the programmed spaces were used as a guide to prepare the graphic concept for the building arrangements. The initial concepts were then reviewed by the department heads for adjacencies and flow of the spaces. As the Architects further develop the floor plans, the programmatic needs will adjust as new information is learned via this process and as new ideas are considered.

Overall, interviews were conducted on March 2, 2016 with members of the Administrative Department, Township Clerk, Recreation Department, Department of Public Works, Engineering Department, Finance Department, Municipal Library, and Police Department. The needs of the employees on the current site were assessed and recorded in the following reports below:

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## ***a. Administrative Department Needs Assessment***

Representative: John Bussiculo, Administrator

Barbara Russo, Assistant

Date of Most Recent Interview: 3/2/2016

### **Staffing Level**

Current: 2

Previous 5 years: part time 3<sup>rd</sup> person

Future 5 to 10 years: 2

Primary Dept. Interaction: Clerk, Finance, Mayor, DPW

Hours of Operation: 8:30am – 4:00pm M-F

Public Interaction Rate: 5 persons/day - limited public interaction

### **Public Interaction Type and Concerns:**

Most of the traffic to the office is by employees of other departments. Ideally the office would be located in the vicinity of other ‘administrative’ departments in a suite of rooms with a single point of service to the public.

### **Parking**

Department Vehicles: 0

Staff Vehicles: 2

Public Vehicles: 1

### **Storage Needs**

Active (daily access): 3 years of files, (4) 5 drawer lateral files at office and ready access to a local file room

Inactive (long term): file room to house numerous files, including; HR, Billing, Vital Records, Contracts, etc.

Special Equipment: copier, fax

### **Rooms/Spaces Required and Estimated Area<sup>4</sup>**

<b>Table 2</b>		
Use	Area	Resources
Office - administrator	200 ft <sup>2</sup>	Includes 4-Person Meeting Table
Office - assistant	180 ft <sup>2</sup>	Includes Waiting Space
Mayor’s office	180 ft <sup>2</sup>	Includes 4-Person Meeting Table
File room – ready access	120 ft <sup>2</sup>	
File room – long term	400 ft <sup>2</sup>	
Mail room/Copy area	150 ft <sup>2</sup>	Postal Meter, Mail Boxes, Copier, Shredder
Pantry/lunch room	200 ft <sup>2</sup>	

<sup>4</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.



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## **Miscellaneous:**

1. Private restroom ideal in admin suite
2. A shared open office at Clerk's area would be helpful for all Administrative Departments
3. Court: Shared with New Providence
4. Council Chambers: OK size
5. Mail boxes/equipment, Fax, Shredder, and Large copy machine should be in a separate room inaccessible by public
6. A small pantry/lunch room is needed
7. Staff restrooms inaccessible by public ideal
8. Emergency Generator wanted to create "warming center"
9. Mayor's office requires a desk and 4-person meeting table, locate near Administration for secretarial needs

## ***b. Township Clerk Needs Assessment***

Representative: Anna Minkoff, Twp. Clerk

Date of Most Recent Interview: 3/2/2016

## **Staffing Level**

Current: 3 (1PT)

Previous 5 years: 3

Future 5 to 10 years: 3

Primary Dept. Interaction: Administrator, Mayor

Hours of Operation: 8:30am – 4:00pm M-F

Public Interaction Rate: 10-15 persons/day

## **Public Interaction Type and Concerns:**

Public approaches service counter. While the staff handles money and vital documents, they feel an open counter without 'teller' type windows is OK. Service counter can serve as 'information' or 'welcome' point for public. Privacy concerns for those applying for marriage licenses, death certificates, etc. is minimal since activity is generally low. A waiting area nearby to separate those waiting from those being served would be helpful. A humidity temperature controlled vault is required for vital documents.

## **Parking**

Department Vehicles: 0

Staff Vehicles: 2

Public Vehicles: 2

## **Storage Needs**

Active (daily access): file cabinets at current office; (8) 4 drawer files, (1) 3 drawer lat file, (1) 2 drawer lat file, and a safe

Inactive (long term): file room, could be shared with other departments

Special Equipment: copier, fax

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## Rooms/Spaces Required and Estimated Area<sup>5</sup>

Table 3		
Use	Area	Resources
Office - Twp. Clerk	120 ft <sup>2</sup>	OK With Being In Open Office As Option
Workspace - Deputy	400 ft <sup>2</sup>	2 Workstations, 10' Long Public Counter & Files For Ready Access
Vault	150 ft <sup>2</sup>	Fire Rated Room
File room – long term	300 ft <sup>2</sup>	Shared

### *c. Recreation Department Needs Assessment*

Representative: Thomas Barton, Director

Date of Most Recent Interview: 3/2/2016

#### **Staffing Level**

Current: 1 full time, 2 part time

Previous 5 years: no significant difference

Future 5 to 10 years: no significant difference

Primary Dept. Interaction: Daily-Finance Dept., Administration depts.

Hours of Operation: M-F - 8:30am-4:00pm

Public Interaction Rate: 10-25 persons/day

#### **Public Interaction Type and Concerns:**

Recreation Department oversees all public parks in the township, coordinates daily recreation programs from preschooler to seniors. Programs located in the current community center include: seasonal youth programs from pre-K to Gr.-8 ranging from arts & crafts, exercise & fitness, & social functions; Adult & Senior fitness & exercise programs

#### **Parking**

Department Vehicles: 1

Staff Vehicles: 3

Public Vehicles: 25 for small group sessions 100 + vehicles for larger functions (i.e. senior mtgs. Community functions)

#### **Storage Needs**

Active (daily access): small file cabinet area, Recreation equipment adjacent to multipurpose space

Inactive (long term): None

Special Equipment: Recreation equipment, copier, fax (could be shared w/ other departments)

<sup>5</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.

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## Rooms/Spaces Required and Estimated Area<sup>6</sup>

Table 4		
Use	Area	Resources
Director	180 ft <sup>2</sup>	With Table
Staff work area and service counter	250 ft <sup>2</sup>	
Exercise room w/ equipment	700 ft <sup>2</sup>	“Senior Circuit”
Multi-purpose room	3,000-4,000 ft <sup>2</sup>	
Crafts room	600 ft <sup>2</sup>	With Sink
Playroom with children’s lav	400 ft <sup>2</sup>	
Mat room	1,000 ft <sup>2</sup>	
Kitchen area	120 ft <sup>2</sup>	Serving Area Only
Storage - equipment, seating, tables, etc.	400-500 ft <sup>2</sup>	Adj. To Multipurpose Rm

### Miscellaneous:

1. Multi-purpose room would be used for a variety of community functions beyond the Recreation needs and can be divisible with separating flexible curtain.
2. The exercise room with equipment will replace the undersized room used for adults & senior fitness programs.
3. Need restrooms near main multi-purpose room.
4. Director’s office to have door direct to staff space.
5. Senior activities to be held at multipurpose room. Currently only Tuesday and Wednesday mornings.
6. Community center activities run Monday through Saturday approximately 8:30am – 8:00pm.

### d. Department of Public Works Needs Assessment

Representative: Robert Bocchino, PE, Director & Joseph Niosi, Asst. Director

Date of Most Recent Interview: 2/25/2016

### Staffing Level

Current: 16 full time, 2 (future full time)

Previous 5 years: no significant difference

Future 5 to 10 years: no significant difference

Primary Dept. Interaction: Clerk, Finance Dept., Engineering, Recreation, Administration, Police depts.

Hours of Operation: M-F - 6:30am-3:30pm

Public Interaction Rate: none at the facility

### Public Interaction Type and Concerns:

Department of Public Works (DPW) maintains all public buildings, parks & roads in the township. Provides custodial services for municipal buildings (except schools); seasonal maintenance of roads (snow removal/street sweeping/leaf & bulk pickups/minor infrastructure

<sup>6</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.

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repair); maintains & services all township vehicles (including Police); provides central recycling for residence.

## **Parking**

Department Vehicles: 52

Staff Vehicles: 16+2 (future)

Staff Vehicles: 18 staff parking spaces for staff

## **Storage Needs Vehicle & Mechanized Equipment storage**

Active (daily access): Trucks, Road equipment

Inactive (long term): Seasonal equipment- Snow plows, salters, lawn mowers, etc.

Special Equipment: Auto Repair Lifts (existing), office computers (2), Printer, All other tools and equipment are existing.

## **Rooms/Spaces Required and Estimated Area<sup>7</sup>**

<b>Table 5</b>		
Use	Area	Resources
Salt Dome	3,318 ft <sup>2</sup>	65 ft. dia. dome
Garage bays (enclosed)	6,000 ft <sup>2</sup>	12 @ 500 (ea)
Garage Bays (covered/ open sides)	2,700 ft <sup>2</sup>	6 @ 450 (ea)
Mechanics bays	1,000 ft <sup>2</sup>	500 x 2
Superintendent office	150 ft <sup>2</sup>	2nd fl of ex. Bldg.
Locker room w/ shower facility	400 ft <sup>2</sup>	2nd fl of ex. Bldg.
Break room w/ small counter & Ref.	350 ft <sup>2</sup>	2nd fl of ex. Bldg.
Seasonal Equipment - Summer	TBD	
Seasonal Equipment - Winter	TBD	

## **Miscellaneous:**

1. Outdoor storage area for department enclosed trailers and other seasonal truck accessories.
2. Police garage will be housed at new police building instead of DPW.

## ***e. Engineering Department Needs Assessment***

Department: Engineering

Representatives: Robert Bocchino, P.E., Robin Greenwald, & Thomas Bocko

Date of Most Recent Interview: 3/2/2016

<sup>7</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.



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## Staffing Level

Table 6				
	Engineering	Zoning	Construction	Public Works
Current:	2	2	7	0 (pt zoning)
Previous 5 years:	2	2	7 (incl. PT)	0 (pt zoning)
Future 5 to 10 years:	3 (asst. eng.)	2	7	1 (insp, dpw)

Primary Dept. Interaction: Health, Finance – minimal interaction

Hours of Operation: 8:30am – 4:00pm M-F for public, staff start earlier and stay late

Public Interaction Rate: 15-25 persons/day – more active in mornings

## Public Interaction Type and Concerns:

Public reviews plan drawings and fills out forms. More counter space is needed and a separate review counter would be ideal so that the service counter can remain clear for next person while someone reviews documents or an OPRA request. Two separate counters are needed for engineering and construction/zoning. On occasion a meeting space is needed to review plans with applicants.

## Parking

Department Vehicles: 7

Staff Vehicles: 12

Public Vehicles: 3

## Storage Needs

Active (daily access): file cabinets and drawing storage; Building Dept. has 149 drawers (82.5 linear feet of files) for block and lot folders; Planning/zoning has (14) 4-drawer files, bookcases, file box storage, and (4) 4 drawer file equivalents in office; Flat files

Inactive (long term): file room – shared by all sub-departments

Special Equipment: large format printer/scanner, copier, fax

## Rooms/Spaces Required and Estimated Area<sup>8</sup>

Table 7		
Use	Area	Resources
Office - engineer	180 ft <sup>2</sup>	Includes Meeting Table
Engineering staff	320 ft <sup>2</sup>	Engineering/Zoning Staff
Office - zoning	150 ft <sup>2</sup>	
Office - construction	150 ft <sup>2</sup>	
Construction staff	200 ft <sup>2</sup>	Construction Staff
Open workspace	280 ft <sup>2</sup>	Sub-Code Officials, Plan Review Area
Lobby/counters (2)	240 ft <sup>2</sup>	At Engineering And Construction
Active file area	300 ft <sup>2</sup>	

<sup>8</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.

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File room – long term	300 ft <sup>2</sup>	
Print area	120 ft <sup>2</sup>	
Meeting room	120 ft <sup>2</sup>	Shared Meeting Space

## Miscellaneous:

1. Large format printing is currently outsourced; ideally this would be done in house.
2. It would be more efficient to house long term storage in-house.
3. The Engineering & Building Departments rent offsite storage for archival files required by statute to maintain.
4. OPRA requests/reviewers need to be monitored.

## *f. Finance Department Needs Assessment*

Representative: Mike Marceau, CFO

Date of Most Recent Interview: 3/2/2016

## Staffing Level

Table 8			
	Finance	Tax Collection	Tax Assessor
Current:	2	1	2
Previous 5 years:	2	1	2
Future 5 to 10 years:	3	1	2

Primary Dept. Interaction: Engineering, Clerk

Hours of Operation: 8:30am – 4:00pm M-F for public, staff start earlier and stay late

Public Interaction Rate: 5 persons/day – normally at Collector & Assessor. Quarterly peak loads at Collector's office last about 2 weeks and can have 6-12 persons waiting in line.

## Public Interaction Type and Concerns:

Finance: no direct public interaction but can fill-in for Collector on occasion

Collector: handles money but prefers open counter, not 'teller' window.

Counter window similar to existing to accommodate one person.

Assessor: requires an open counter for review of tax maps and books.

## Parking

Department Vehicles: 0

Staff Vehicles: 5

Public Vehicles: 1 normally, 10 at peak loads

## Storage Needs

Active (daily access): Finance: 3 file cabinets and 2 storage cabinets; Collection: vault or fire rated closet, (7) 3 drawer files; Assessor: (3) 4 drawer lateral, (1) 2 drawer lateral; Assessor's file room: (5) 4 drawer lateral, (1) 2 drawer lateral, office has (4) 3 drawer files

Inactive (long term): file room – shared by all sub-departments

Special Equipment: copier/printer, fax

# Municipal Complex Redevelopment Plan

*Township of Berkeley Heights, Union County, New Jersey*

## Rooms/Spaces Required and Estimated Area<sup>9</sup>

Table 9		
Use	Area	Resources
Office - CFO	180 ft <sup>2</sup>	With Table And Chairs
Open workspace	240 ft <sup>2</sup>	Finance And Collector
Vault/storage room	100 ft <sup>2</sup>	Collector
Office - Assessor	120 ft <sup>2</sup>	
Open workspace	320 ft <sup>2</sup>	Assessor
File room – long term	150 ft <sup>2</sup>	Assessor

### Miscellaneous:

1. Assessor's office can be a shared space since he is only at office 1 day per week
2. Finance and collection work more closely together than with the assessor
3. Finance staff fills in for Collector on occasion
4. Separate lobby at counters not needed, counters can open into corridor
5. Counter at Collector can be tall enough to sit at, serves one person at a time, will require a cash box

### g. *Municipal Library Needs Assessment*

Representative: Stephanie Bakos, Director

Date of Most Recent Interview: 2/26/2016

### Staffing Level

Current: 4 Full-Time, 20 Part-Time, and 4 Pages

Previous 5 years: no significant difference

Future 5 to 10 years: no significant difference

Primary Dept. Interaction: minimal interaction with other municipal depts.

Hours of Operation: M-TH 9am-9pm, F-Sat 9am-5pm, Sun 2pm-5pm

Public Interaction Rate: 250 persons/day

### Public Interaction Type and Concerns:

Public libraries need to accommodate the full range of demographic. The staff serves a large building area thus good sightlines within the spaces and minimal hidden spaces are essential for safety and good service.

### Parking

Department Vehicles: 0

Staff Vehicles: 12

Public Vehicles:  $13,000\text{sf} / 400\text{sf} = 32.5$  (33 cars)

<sup>9</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.

# Municipal Complex Redevelopment Plan

*Township of Berkeley Heights, Union County, New Jersey*

## Storage Needs

Active (daily access): file cabinets

Inactive (long term): file/storage for books, furniture, displays, etc.

Special Equipment: public computers, printer, and copy equipment self-check-out station

## Rooms/Spaces Required and Estimated Area<sup>10</sup>

Table 10		
Use	Area	
Director	180 ft <sup>2</sup>	
Bookkeeper	120 ft <sup>2</sup>	
Technical Staff	320 ft <sup>2</sup>	
Adult Area	4,000 ft <sup>2</sup>	
<i>Fiction</i>		750 ft <sup>2</sup>
<i>AV / Non-Fiction</i>		1,250 ft <sup>2</sup>
<i>Young Adult</i>		500 ft <sup>2</sup>
<i>Seating / Computers</i>		750 ft <sup>2</sup>
<i>Reference / Reading</i>		750 ft <sup>2</sup>
Children's Area	2,050 ft <sup>2</sup>	
<i>Collection</i>		1,300 ft <sup>2</sup>
<i>Seating / Computers</i>		500 ft <sup>2</sup>
<i>Programs</i>		250 ft <sup>2</sup>
Circ Desk / Workspace	300 ft <sup>2</sup>	
Lobby	200 ft <sup>2</sup>	
Meeting Room - Large (100p) W/Closets	1500 ft <sup>2</sup>	
Conference Room - Small (12p)	320 ft <sup>2</sup>	
Quiet Study Room (4p)	120 ft <sup>2</sup>	
Computer Lab	240 ft <sup>2</sup>	
Public Restrooms	240 ft <sup>2</sup>	
Staff Lounge, Lockers, And Restrooms	350 ft <sup>2</sup>	
Storage	250 ft <sup>2</sup>	

## Miscellaneous:

1. Meeting Room needed for 100 people, used mostly on weekends; smaller groups of 40 on weeknights and occasional 50-60 for children's programs
2. Small quiet spaces / conference room needed
3. More seating throughout
4. Program or area at Children's space needed
5. Staff workspaces are all at Tech Area
6. A single check-out point ideal
7. Plan for a self-check-out position

<sup>10</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.



# Municipal Complex Redevelopment Plan

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8. 9 Internet and 3 OPAC (card catalog) computers at Adult's area; 5 Internet and 3 early learning computers at Children's area. More are needed.
9. Collection: 13,300AV; 55,000 Adult; 32,000 Juvenile. (Totals are expected to be reduced by 10%)
10. Difficult ADA compliance at current library
11. Storage Area needs to be better
12. IT Room / closet needed
13. Need restrooms at Children's & Staff areas
14. Improved parking

## **h. Police Department Needs Assessment**

Representative: Chief John DiPasquale

Date of Most Recent Interview: 3/4/2016

### **Staffing Level**

<b>Table 11</b>		
	Officers	Civilian
Current:	23 (21m/2f) 27 authorized	4 dispatch / 2 sec.
Previous 5 years:	no significant difference	
Future 5 to 10 years:	actual may reduce due to retirements	

Primary Dept. Interaction: minimal interaction with other municipal depts.

Hours of Operation: always open

Public Interaction Rate: 25-50 persons/24 hrs, peaks at business hours

### **Public Interaction Type and Concerns:**

Separation of flow between visitors, police staff and prisoners is essential in the design of a safe and efficient police department. Prisoners must enter/exit securely via a sally port garage that is directly connected to the processing/cell area. The public lobby must have ballistic protection for the police staff at the command desk and records service points.

### **Parking**

Department Vehicles: 15

Staff Vehicles: 14 (typical max shift)

Public Vehicles: 3

### **Storage Needs**

Active (daily access): file cabinets within workspaces, records file room

Inactive (long term): file room

Special Equipment: administrative spaces: copier, fax; prisoner handling: processing / testing equipment

# Municipal Complex Redevelopment Plan

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## Rooms/Spaces Required and Estimated Area<sup>11</sup>

Table 12		
Use	Space	Area
Lobby	Vestibule	100 Ft <sup>2</sup>
	Lobby	200 Ft <sup>2</sup>
	Lobby Restroom 80	80 Ft <sup>2</sup>
	Soft Interview Room	120 Ft <sup>2</sup>
Dispatch	Dispatch	350 Ft <sup>2</sup>
	Lieutenants (2)	200 Ft <sup>2</sup>
Administration	Chief	180 Ft <sup>2</sup>
	Administrative Assistant	120 Ft <sup>2</sup>
	Captain	120 Ft <sup>2</sup>
	Records	200 Ft <sup>2</sup>
Common	Records File Room	160 Ft <sup>2</sup>
	Small Meeting Room	140 Ft <sup>2</sup>
	Conference Room - 10 Persons	276 Ft <sup>2</sup>
	Briefing/Training Room	400 Ft <sup>2</sup>
	Ammo / Weapons	200 Ft <sup>2</sup>
	Restrooms - At Corridor (M/W)	160 Ft <sup>2</sup>
	Storage	200 Ft <sup>2</sup>
	Server Room	240 Ft <sup>2</sup>
	File Room - Archive	400 Ft <sup>2</sup>
	Lockers/Shower/Restroom - Men	560 Ft <sup>2</sup>
Prisoner Handling	Lockers/Shower/Restroom - Women	240 Ft <sup>2</sup>
	Janitorial	80 Ft <sup>2</sup>
	Exercise / Ready Room	300 Ft <sup>2</sup>
	Garage	400 Ft <sup>2</sup>
	Sally Port	310 Ft <sup>2</sup>
	Processing	240 Ft <sup>2</sup>
	Interview Room - Processing	100 Ft <sup>2</sup>
	Cells	200 Ft <sup>2</sup>
	Evidence	240 Ft <sup>2</sup>
	Detectives (4)	320 Ft <sup>2</sup>
Patrol	Interview Room - Juvenile	100 Ft <sup>2</sup>
	DARE (Incl. Storage)	180 Ft <sup>2</sup>
	Traffic	120 Ft <sup>2</sup>
	Reports Writing	120 Ft <sup>2</sup>
	Radios	100 Ft <sup>2</sup>

### Miscellaneous:

1. Canopy area for 2-3 patrol cars for weather protection

<sup>11</sup> Note that these room sizes do not include corridors, mechanical spaces, other support spaces and wall thicknesses that contribute to the overall gross area calculation.

# **Municipal Complex Redevelopment Plan**

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2. OEM handled at Fire Dept.
3. PAL space might be part of Recreation Dept.
4. Break room to be near patrol entrance for ease of run.
5. Briefing, Break room, Radio/Reports are best near each other.
6. Separate generator for PD.
7. Dispatch can be at same floor level as lobby, no step up. 4 desk positions for future capacity.
8. Traffic and Dare can be combined as 'Community Policing'.
9. Server Room has up to 6 racks and will house UPS unit. Unique HVAC concerns.
10. Exercise/ready room can be located in basement.

## **1.6 Public Outreach**

Prior to preparing this Redevelopment Plan the Township of Berkeley Heights held a series of public outreach meetings to obtain input from the community. A series of four (4) town hall meetings were held on September 15<sup>th</sup>, September 22<sup>nd</sup>, September 29<sup>th</sup>, and October 6<sup>th</sup>, 2014 to present to the community the need for redeveloping the municipal complex, the conditions of the existing library, the sale of properties between the Church of the Little Flower and the Township Library and to evaluate the potential for the preparation of a Redevelopment Plan to locate the Municipal Complex at the Church of the Little Flower Upper Campus, also known as the Hamilton Avenue Campus.

Based on the input received from the community after these town hall meetings, the project was further reevaluated to propose the redevelopment of a new municipal complex on the same site where the existing municipal complex stands today, known as the Park Avenue site. Another town hall meeting was held on June 16<sup>th</sup>, 2015 to present the reconstruction of a new municipal complex on the Park Avenue site. This new concept included constructing a new town hall, police department, library, and community room, as well as, maintaining the majority of the public works buildings and structures on the existing site. This concept also included an expansion of the commuter parking spaces closer to the train station. Another major component of this proposal was maintaining the existing municipal building as an active and operational building during the entire course of construction of the new municipal complex which would, to the extent practicable, eliminate the need to temporarily relocate these critical municipal services during the construction of a new municipal complex. Another important component of this concept was to preserve the potentially environmentally sensitive wetland areas located on the western portion of the property, which would provide a wooded vegetative buffer from the surrounding residential neighborhoods.

At a series of Township Council Conference sessions the Architects advanced the process by presenting a number of different options as to where the new municipal complex buildings could potentially be located on the Park Avenue site. The Architects also met with the local residents living in close proximity to the project who would be most impacted by the new municipal complex to further refine the proposal and address many of the concerns raised at the Township Conference sessions. Finally, an open house workshop meeting was held on Saturday, January 30<sup>th</sup>, 2016 to afford the public another opportunity to review and comment on the refined proposal, which is the basis for this Redevelopment Plan.

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A summary of the more significant issues identified at the public outreach meetings include the following:

## **Workshop Public Comment**

- The new municipal complex should attempt to include green design standards;
- The height and size of the community space should be increased if conditions allow in order to provide a greater range of activities/events for the community;
- There is a need to expand the number of commuter parking spaces;
- The seniors should have a designated area (room) in the new municipal complex;
- The municipal complex should be located away from the residential houses and closer to the railroad tracks;
- The municipal complex should be designed in such a manner so as to allow for the identification of the complex from a distance since the buildings will be located some distance from Springfield and Plainfield Avenues; and
- The interior and exterior fit and finish of the buildings should be designed to meet the goals of the Part 19 – Design Standards, as may be amended.

## **1.7 Adoption of a Redevelopment Plan**

In accordance with the Local Redevelopment and Housing Law, NJAC 40:12A-7:

No redevelopment project shall be undertaken or carried out except in accordance with a Redevelopment Plan adopted by ordinance of the municipal governing body, upon its finding that the specifically delineated project area is located in an area in need of redevelopment or in an area in need of rehabilitation, or both, according to criteria set forth in section 5 or section 14 of P.L. 1992, c. 79 (C40A:12A-5 or 40A:12A-14), as appropriate.

The redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate:

- (1) Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- (2) Proposed land uses and building requirements in the project area.
- (3) Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
- (4) An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.



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(5) Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities; (b) the master plan of the County in which the municipality is located, and (c) the State Development and Redevelopment Plan adopted pursuant to the “State Planning Act,” P.L. 1985, c. 398 (C.52:18A-196 et al.).

The Redevelopment Plan shall describe its relationship to pertinent municipal development regulations as defined in the “Municipal Land Use Law,” P.L. 1975, c. 291 (C.40:55D-1 et seq.). The Redevelopment Plan shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area. When the Redevelopment Plan supersedes any provision of the development regulations, the ordinance adopting the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance.

# **Municipal Complex Redevelopment Plan**

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## **2.0 Relationship to Township Planning Objectives**

### **2.1 Goals and Objectives of the 2007 Township Master Plan**

New Jersey's redevelopment statute requires that "all provisions of the Redevelopment Plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan." The Berkeley Heights Redevelopment Plan is written to incorporate the major goals, objectives and concepts of the Master Plan. The Township Planning Board adopted a Land Use Plan Element of the Master Plan in September, 2007. "The focus of this Master Plan has been to study the existing land uses, properties, buildings and structures within the Downtown Business Districts and to provide specific recommendations for the future redevelopment, rehabilitation and revitalization of the Downtown Business Districts."<sup>12</sup>

Specifically, this Redevelopment Plan complies with the intent of the Master Plan with respect to the following general goals and objectives:

- A specific recommendation identified in the Master Plan to fulfill the objective of enhancing and spurring growth in the downtown business districts was to "encourage the Township to explore the feasibility of relocating some municipal services within the Downtown Business Districts by means of a land swap with a private landowner(s) who in turn would redevelop the Township owned parcels with a mix of civic, residential and non-residential uses".<sup>13</sup>
- To Maintain and strengthen the existing land use character of the Downtown Business District and provide guidelines for the future development, rehabilitation and revitalization of under-utilized or undeveloped properties.
- To improve the vibrancy of the Downtown Business District by providing a wide variety of services/shopping/entertainment/civic opportunities with local character but appealing to patrons from outside the neighborhood.
- Maintain the "local character" while expanding retail/commercial diversity.<sup>14</sup>

"An obstacle the Township must face is the overall lack of public spaces found within the Downtown Business Districts. The Township should examine this issue while also considering the need to redevelop the Township's own municipal facilities. Within the Downtown Business Districts there is a lack of public spaces where pedestrians can walk to or gather within a plaza. Over the years, the Township has discussed the redevelopment or rehabilitation of the outdated and aging municipal complex located along Park Avenue. The municipal complex is located primarily within a residential area on the southern side of the railroad line. Any redevelopment of the municipal building may also involve a more intensive use of the property for municipal services, and may involve a larger municipal building and police station. The municipal complex is also a key component in addressing the short-term and long-term goals of the referenced Park and Go Study, Berkeley Heights Station Area.

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<sup>12</sup> Township of Berkeley Heights Master Plan, September, 2009, Page 10.

<sup>13</sup> Township of Berkeley Heights Master Plan, September, 2009, Page 13.

<sup>14</sup> Township of Berkeley Heights Master Plan, 2007, Page 40-42

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The Master Plan encourages the Township explore the feasibility of relocating some municipal services within the Downtown Business Districts. This may be able to be accomplished by means of a land swap with a private landowner or a combination of land owners who in turn would redevelop the existing municipal complex with a mixture of municipal, residential and non-residential uses. This alternative would provide the Township with much needed, newer municipal facilities to properly serve the Township residents while establishing a greater civic presence within the Downtown Business District.”<sup>15</sup>

## **2.1.A. Goals and Objectives of the 2007 Master Plan – Land Use Plan Element**

Important planning considerations in the Land Use Element that apply to the redevelopment plan include the following:

- Assure that future site development is compatible with the existing pattern of single family residential, commercial, office/research, light industrial, and public uses, including open space in the community.<sup>16</sup>
- Improve the economic vitality of the Springfield Avenue Business District and other commercial sections of the Township. Efforts which will contribute to the strength and potential of those areas are encouraged, and are of paramount importance.<sup>17</sup>
- Encourage redevelopment of frequently vacant or antiquated/obsolete buildings, and encourage façade improvement for existing buildings.<sup>18</sup>
- Maintain and strengthen the existing land use character of the Downtown Business District and provide guidelines for the future development, rehabilitation and revitalization of under-utilized or undeveloped properties.
- Encourage mixed-use, sustainable development that incorporates compact and “green” building design, with adequate transportation options to reduce reliance on cars.
- Develop zoning that reflects existing development patterns and supports appropriate infill development.
- Strengthen the requirements of the Design Standards (Part 19) of the Township of Berkeley Heights Municipal Land Use Procedures Ordinance.

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<sup>15</sup> Township of Berkeley Heights Master Plan, September, 2009, Page 63

<sup>16</sup> Township of Berkeley Heights Master Plan, 2007, Page 33

<sup>17</sup> Township of Berkeley Heights Master Plan, 2007, Page 33

<sup>18</sup> Township of Berkeley Heights Master Plan, 2007, Page 34

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- Improve the vibrancy of the Downtown Business District by providing a wide variety of services/shopping/entertainment/civic opportunities with local character but appealing to patrons from outside the neighborhood.
- Create zoning that encourages a mix of commercial and residential uses with appropriate parking.
- Improve the visibility and attraction of the Downtown Business District through signage, streetscape improvements, street trees and gateways.
- Encourage the development of commercial and civic uses serving the whole population, including children and teenagers.

## **2.1.B. Goals and Objectives of the 2007 Master Plan - Community Facilities Element**

Important planning concepts in the Community Facilities Element that are applicable to the Berkeley Heights Redevelopment Plan include the following:

- The Master Plan encourages the revitalization of the Downtown Business Districts through the planting of street trees at regular intervals along both sides of all roadways and the addition of street furniture such as trash receptacles, benches, bike racks, and like items outlined within the Design Standards (Part 19) of the Land Use Procedures Ordinance.<sup>19</sup>
- Examine the aesthetic treatment in and around the municipal complex, including the need to buffer some municipal activities from neighboring properties.<sup>20</sup>
- Encourage all new development to construct all new utilities and relocate existing overhead utilities underground.<sup>21</sup>

## **2.1.C. Goals and Objectives of the 2007 Master Plan - Circulation and Parking Element**

Important planning concepts in the Circulation and Parking Element that are applicable to the Berkeley Heights Redevelopment Plan.

- Follow through on the short term recommendations and long term recommendations for increasing the number of commuter parking spaces in and around the Berkeley Heights Train Station as outlined in the Park & Go Study, Berkeley Heights Train Station Area.
- Improve traffic circulation and expand parking opportunities in the Springfield Avenue Business District by addressing the desirability, feasibility and prioritization of the

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<sup>19</sup> Township of Berkeley Heights Master Plan, 2007, Page 13

<sup>20</sup> Township of Berkeley Heights Master Plan, 2007, Page 36

<sup>21</sup> Township of Berkeley Heights Master Plan, 2007, Page 36



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alternatives described in the Springfield Avenue Traffic, Circulation and Parking Study (1998).

- Improve pedestrian mobility and accessibility within the Springfield Avenue Business District to encourage pedestrian activity and to provide safe and well-lit pathways among the uses, including the train station.
- Evaluate existing pedestrian linkages throughout the Township between existing land uses (residential, commercial, institutional, open space, etc.) and the various community facilities.
- Investigate methods to implement and support usage of shuttle service to the train station as well as from existing, underutilized, privately owned off-street parking lots.
- Evaluate intersection improvements along the arterial and collector street system to address area wide traffic volume.
- Increase pedestrian safety, especially for the elderly, disabled, and children.
- Improve conditions at pedestrian crossings, including improvements to signal phasing and compliance with the American Disabilities Act regulations.
- Construct or improve sidewalks where feasible to improve pedestrian access to recreational areas and other public spaces.
- Follow through on the short-term and long-term recommendations for increasing the number of commuter parking spaces in and around the train station as outlined in the Park & Go Study, Berkeley Heights Train Station Area.
- Explore shared privately owned parking lots, particularly on weekends.
- Improve the use of all available parking, both public and private.
- Improve signage to direct shoppers to all of the available parking in and around the Downtown Business District.
- Improve traffic circulation.
- Identify potential changes in circulation patterns and signalization to improve traffic flow and promote implementation of those changes.
- Resolve conflicts between buses, automobiles, pedestrians and bicycles.
- Encourage use of alternative modes of transportation.
- Implement bike lanes where feasible on major corridors.

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- Provide protected bike racks at the transit stations, institutions and other destinations.
- Require bike racks at new housing developments.
- Promote car pooling.<sup>22</sup>

## **2.2 Relation to Township Land Use Procedures Ordinance**

With the exception of that portion of the Berkeley Avenue right-of-way south of the Columbus Avenue right-of-way to Park Avenue, which is located in the R-15 Zone District, all of the municipally owned lands which comprise the study area are located in the OL Open Land Zone District. The following are the Open Land Zone District Regulations as contained under Section 6.3.7 of the Township of Berkeley Heights Municipal Land Use Procedures Ordinance:

### **A. Permitted Principal Uses:**

1. Public parks, playgrounds, swimming pools, golf courses, and other recreational areas whether developed or undeveloped.
2. Public buildings and public and private schools and grounds.
3. Municipal buildings, parks, playgrounds, and other governmental uses.
4. Public and private reservations and conservations areas.

### **B. Permitted Accessory Uses:**

1. A dish antenna provided it:
  - a. Conforms to the rear and side yard setback requirements;
  - b. Is not in the front yard or between the street line and a line drawn at the front; façade of the principal building extended to the sidelines of the property;
  - c. Has reflectors no larger than sixteen (16) feet in diameter; and
  - d. Does not exceed twenty (20) feet in height at the highest point of the structure in any position.
- e. NO ROOF INSTALLATIONS ARE PERMITTED

### **C. Conditional Uses:**

1. Towers and/or antennae for wireless communications including cellular telephones, pagers, beepers, personal communication services and the like and related equipment and structures.

### **D. Height, Area, and Bulk Requirements**

1. See Schedule of General Requirements

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<sup>22</sup> Township of Berkeley Heights Master Plan, 2007, Page 44-46

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The bulk requirements for the OL Open Land Zone District are as follows:

<b>Table 13: Bulk Requirements Open Land (OL) Zone District</b>	
Item	Permitted or Required
Minimum Lot Area	---
Minimum Lot Width	---
Minimum Lot Depth Front Yard	---
<i>Principal Building</i>	
Minimum Setback Principal Building Front Yard	100 feet
Minimum Setback Principal Building Rear Yard	40 feet
Minimum Setback Principal Building Side Yard	40 feet
<i>Accessory Building</i>	
Minimum Setback Accessory Building Front Yard	100 feet
Minimum Setback Accessory Building Back Yard	40 feet
Minimum Setback Accessory Building Side Yard	40 feet
Maximum Building Height	40 <sup>a</sup> feet
Maximum Permit Coverage Bldg.	NA
Maximum Permit Coverage Other	NA
Maximum Permit Coverage Comb	NA
<sup>a</sup> May be seventy-five (75) feet with a three hundred (300) foot minimum setback in all yards	

## 2.3 Goals and Objectives of the Redevelopment Plan

The Goals and Objectives of the Municipal Complex Redevelopment Plan are as follows:

- Advance the Goals and Objectives of the Township Master Plan adopted September, 2007;
- Incorporate the feedback received from the community at the Town Hall Meetings, Council conference sessions and the Workshop meeting;
- Preserve the potential forested wetland areas on the property;
- Maintain the ability to utilize and operate the municipal facilities during the construction of the new municipal complex to the extent practicable;
- Replace obsolete, outdated, non-ADA compliant, and unsightly buildings and structures with new, state of the art building and structures designed to serve our community for the next one hundred years;
- Address the Needs Study prepared by the Architects in the design of the new Municipal Complex, including but not limited to a new town hall including administration offices, police, council chambers, library, and recreation department facilities;
- Provide sufficient off-street parking spaces for all municipal offices and facilities on the site;

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- Increase the number of commuter parking spaces on the property and improve the pedestrian circulation to the train station;
- Enhance the beautification of the municipal complex site and the safety of the pedestrians by installing new streetscape improvements along Park Avenue and Plainfield Avenue;
- Maintain and rehabilitate as many of the public works buildings and structures as reasonably possible;
- Establish new wayfinding signage throughout the municipal complex site as well as off site and off-tract; and
- Incorporate green building technologies into the site improvements and the building design to the extent practicable.



# **Municipal Complex Redevelopment Plan**

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## **3.0 Redevelopment Area Land Use Plan**

### **3.1 Permitted Uses in the Municipal Complex Redevelopment Area**

#### **3.1.A Permitted Principal Uses:**

1. Municipal buildings, libraries, municipal public works buildings, municipal police stations and other governmental uses.
2. Public buildings, community meeting rooms and public and private schools and grounds.
3. Parks, playgrounds and other recreational areas whether private or public.
4. Public and private conservations areas.
5. Department of Public Works buildings, facilities, and storage areas.

#### **3.1.B Permitted Accessory Uses:**

1. Attached garages, common detached garages, shared parking lots, surface parking, commuter parking lots.
2. Salt domes, storage buildings, garages, sheds.
3. Outdoor storage areas.
4. Active and passive recreational facilities.
5. Common outdoor public spaces and plazas.
6. Streetscape Improvement and public plazas.
7. Green Building Techniques and Green Roofs.
8. Transit facilities.
9. Solar canopy array or roof mounted systems.
10. Public or private roadways, streets and driveways.

#### **3.1.C Conditional Uses:**

1. Architectural height extensions (as described under Section 7.1.5.C(2) - Conditional Uses Enumerated, Downtown Development Zone of the Township of Berkeley Heights Land Use Procedures Ordinance).
2. Public utility uses.
3. Towers and/or antennae for wireless communications including cellular telephones, pagers, beepers, personal communication services and the like and related equipment and structures (as described under Section 6.3.7.C(1) - OL: Open Land Zone of the Township of Berkeley Heights Land Use Procedures Ordinance).

### **3.2 Building, Area, and Yard Requirements:**

The Redevelopment Plan shall comply with the building, area and yard requirements as outlined under Table 14.

# Municipal Complex Redevelopment Plan

*Township of Berkeley Heights, Union County, New Jersey*

<b>Table 14</b> <b>Berkeley Heights Municipal Complex Zoning &amp; Design Standards</b> <b>Building, Area, and Yard Requirements</b>	
<b>Project Requirements</b>	<b>Required or Permitted</b>
<i>Floor Area Ratio</i>	
Maximum Gross Floor Area Ratio (FAR)	0.30
<i>Lot Dimensions</i>	
Minimum Lot Area	9.0 acres
Minimum Lot Width	n/a
Minimum Lot Depth	n/a
<i>Principal Building Setbacks</i>	
Front Yard - Park Avenue	100 Feet
Rear Yard (NJ Transit ROW)	0 Feet
Side Yard (all other property lines)	25 Feet
<i>Accessory Building Setbacks</i>	
Front Yard - Park Avenue	100 Feet
Rear Yard (NJ Transit ROW)	0 Feet
Side Yard (all other property lines)	25 Feet
<i>Principal Building Height Standards</i>	
Maximum Building Height	45 feet <sup>23</sup>
Maximum Number of Stories	3 Stories <sup>24</sup>
<i>Accessory Building Height Standards</i>	
Maximum Building Height	30 feet
Maximum Building Height	2 stories
<i>Maximum Permitted Coverage</i>	
Maximum Permitted Coverage	
Building	25 Percent
Other	50 Percent
Combined Coverage (total)	75 Percent

<sup>23</sup> Chimneys, cupolas, and other corner architectural elements shall be encouraged provided such shall not exceed the permitted height for the district by more than fifteen (15) percent.

<sup>24</sup> Floors constructed below grade shall not be considered a story for the purposes of satisfying the permitted number of stories.

# Municipal Complex Redevelopment Plan

*Township of Berkeley Heights, Union County, New Jersey*

**Table 15**  
**Off-Street Parking Requirements**

Minimum number of parking spaces dedicated for the municipal complex	135 Parking Spaces
Minimum number of parking spaces dedicated for commuter parking	90 Parking Spaces <sup>25</sup>
Minimum number of parking spaces dedicated for the public work buildings and yard	15 Parking Spaces

**Table 16**  
**Existing and Proposed Parking Designations**

Department	Existing	Proposed <sup>a</sup>
Municipal /Administration/Commuter Center/Recreation Uses	52	86
Library	39	
Police and Overflow Parking	35	54
Department of Public Works	undefined	19
Commuter	88	123
<b>Total</b>	214	282
<sup>a</sup> The proposed number of parking spaces as shown in Figure 9 – Overall Site Plan of the Municipal Complex Site which may increase/decrease at the time of the preparation of final construction drawings and as provided for under Section 3.4.2.		

### 3.3 Off-Street Parking Spaces, Driveways, Aisles, and Traffic

Parking, Driveways and Loading Spaces shall comply with Part 11 of the Township Land Use Procedures Ordinances with the following exceptions:

1. The minimum number of off-street parking spaces provided within the redevelopment area shall be as described in Table 2. The projected number of off-street parking spaces to be constructed within the redevelopment area is identified in Table 3.
2. A minimum buffer strip of at least five feet (5') in width shall be provided between the redevelopment area and any residential use or residential zone with the exception of that

<sup>25</sup> The total number of commuter parking spaces is subject to an agreement with New Jersey Transit.

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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portion of Berkeley Avenue and Columbus Avenue which is maintained as a public roadway.

3. All curbing shall be granite block curbing, with the exception of the Department of Public Works Area.
4. Driveway access shall be maintained from the existing residential dwelling located on Lot 9, Block 608 onto Columbus Avenue and continuing onto Berkeley Avenue at all times during and after the construction of the redevelopment project.
5. Driveway access and walkways and porches shall be maintained from the existing residential dwelling located on Lot 12, Block 509, whose driveway enters upon Berkeley Avenue, at all times during and after the construction of the redevelopment project.
6. A Traffic Circulation Plan shall be provided depicting the turning radius of emergency vehicle routes through the site. No truck circulation routes shall interfere with any permitted on street parking spaces or driveways.
7. Fire lanes and restricted parking areas shall be provided as directed by the Township Fire Official.
8. All parking spaces, loading spaces, fire lanes, and circulation routes shall be striped and signed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). All such striping and signage shall be depicted on the Traffic Circulation Plan.
9. All areas designated for truck circulation, deliveries, customer parking and employee parking shall be paved with an asphalt or concrete material.
10. A traffic study shall be prepared to evaluate the need for off-site and off-tract improvements along Berkeley Avenue, Park Avenue, Plainfield Avenue and Bolton Blvd.
11. The Township Council may authorize a de minimus design waiver from Section 3.3 of the Redevelopment Plan without the need for amending the Redevelopment Plan as described under Section 8.2.

## **3.4 Development Regulations**

1. The Berkeley Heights Municipal Complex Redevelopment Plan shall be redeveloped with a combination of municipal, governmental and public uses. The Redevelopment Plan envisions all of the existing buildings, structures and pavement east of the Berkeley Avenue right-of-way will be demolished and replaced with a three story Municipal Complex consisting of a police station, municipal complex and offices, library and community room. The new municipal complex would be constructed along the New Jersey Transit rail line. Surface parking and shared commuter parking would be constructed along Park Avenue and extending to Columbus Avenue,



# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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- between the new municipal complex and the residential property lines to the south. To the west of Berkeley Avenue, the main public works building would remain as well as a one story metal garage and another one story frame garage. The public works facilities will be supplemented with new one story garages, a new salt dome storage facility and additional off-street parking. The forested wetlands area west of the public works facilities will remain substantially undisturbed and will continue to act as a vegetative buffer between the public works facilities and the contiguous residential properties to the south and west. An outdoor public plaza area is encouraged to be constructed at or near the main entry of the municipal complex. This outdoor public plaza shall contain landscaping, a civic (public) feature, and a natural stone hardscape land cover to allow for the outdoor gathering of the public. Streetscape improvements shall extend from the Berkeley Heights Train Station, along Plainfield Avenue and extending south along Park Avenue to the eastern property line of Lot 5, Block 608. The streetscape improvements to be constructed along the remaining portion of Park Avenue to Berkeley Avenue and along Berkeley Avenue to Columbus Avenue shall be limited to brick paver sidewalks and street trees.
2. The Berkeley Heights Redevelopment Plan is illustrated on a series of conceptual site plans, building elevations and conceptual floor plans, prepared by Arcari + Iovino Architects PC, identified in this report as Figures 9 - 20. These renderings have been presented to the community at town hall meetings, a Saturday workshop meeting and further refined over several Township Council conference sessions. These renderings are intended to provide the community with illustrations of the vision of the redevelopment project. It is understood that these renderings are conceptual in nature and are subject to further refinement during the architectural and civil engineering design phase of the redevelopment project.
  3. The Redevelopment Area consists of four (4) individual lots as well as portions of existing municipal rights-of-way, both improved and unimproved. The Redevelopment Area shall be considered as one consolidated property for the purposes of evaluating the Redevelopment Plan and the provisions herein. The Municipal Complex can contain up to three (3) stories, not including a full height lower (basement) level. The 3<sup>rd</sup> aboveground story, if constructed and not part of this Redevelopment Plan, would be constructed into the roof of the structure in order to provide the look of a 2 ½ story structure from the street level.
  4. The existing municipal building, DPW facility, and all business operations performed on site are envisioned to continue on this property during the construction of the new municipal building. An unspecified number of commuter parking spaces will temporarily be eliminated and/or relocated and alternate parking arrangements should be provided on other areas of the site and off-site to accommodate commuter and/or employee parking during the construction phase.
  5. The use of green building technologies is encouraged to be incorporated into all

# **Municipal Complex Redevelopment Plan**

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aspects of the project design where practicable - see Section 4.2, Green Design and Elements. Green building (also known as green construction or sustainable building) is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, energy consumption, maintenance, renovation, and demolition.

6. The Redevelopment Plan provides for the continued use of a portion of the NJ Transit property along the northern boundary of the site for commuter parking and driveways subject to an agreement with NJ Transit.
7. Multiple buildings containing principal permitted uses and accessory uses are allowed under Section 3.2 are allowed to be constructed within the redevelopment area.
8. This Redevelopment Plan is exempt from the Township Tree Removal Ordinance. Nevertheless, a landscaping buffer shall be installed between any proposed parking lots or buildings and any adjacent residential uses.
9. All new electric, telephone, television, cable, gas, and other utility service lines servicing the buildings shall be installed underground, to the extent such underground service is commercially reasonable, available and permitted by the applicable utility companies, and in all events, shall be installed in accordance with the prevailing standards and practices of the respective utility or other companies providing such services.

*Township of Berkeley Heights, Union County, New Jersey*



# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey

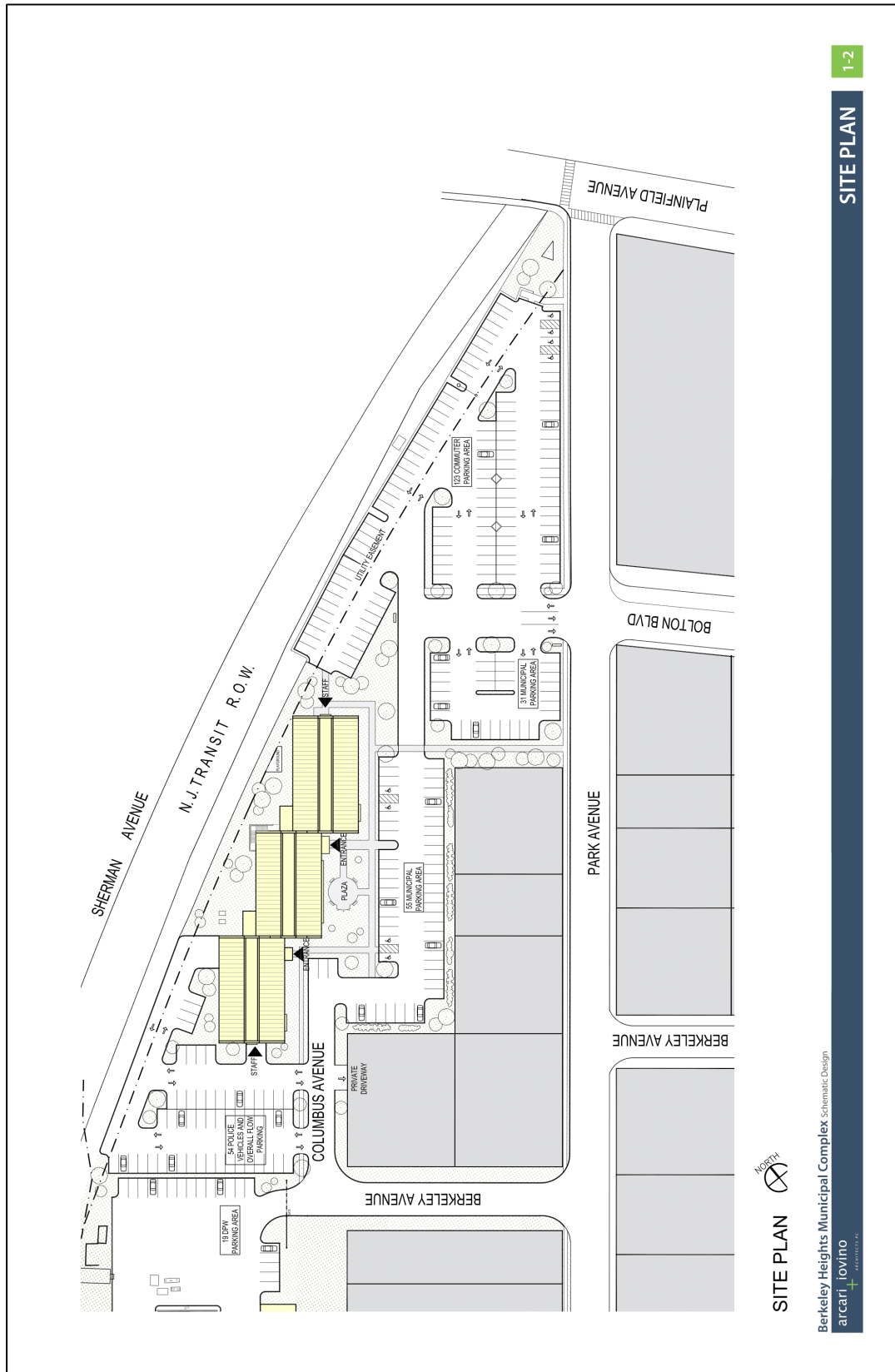


Figure 10: Concept Site Plan of the Municipal Complex Site

# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey

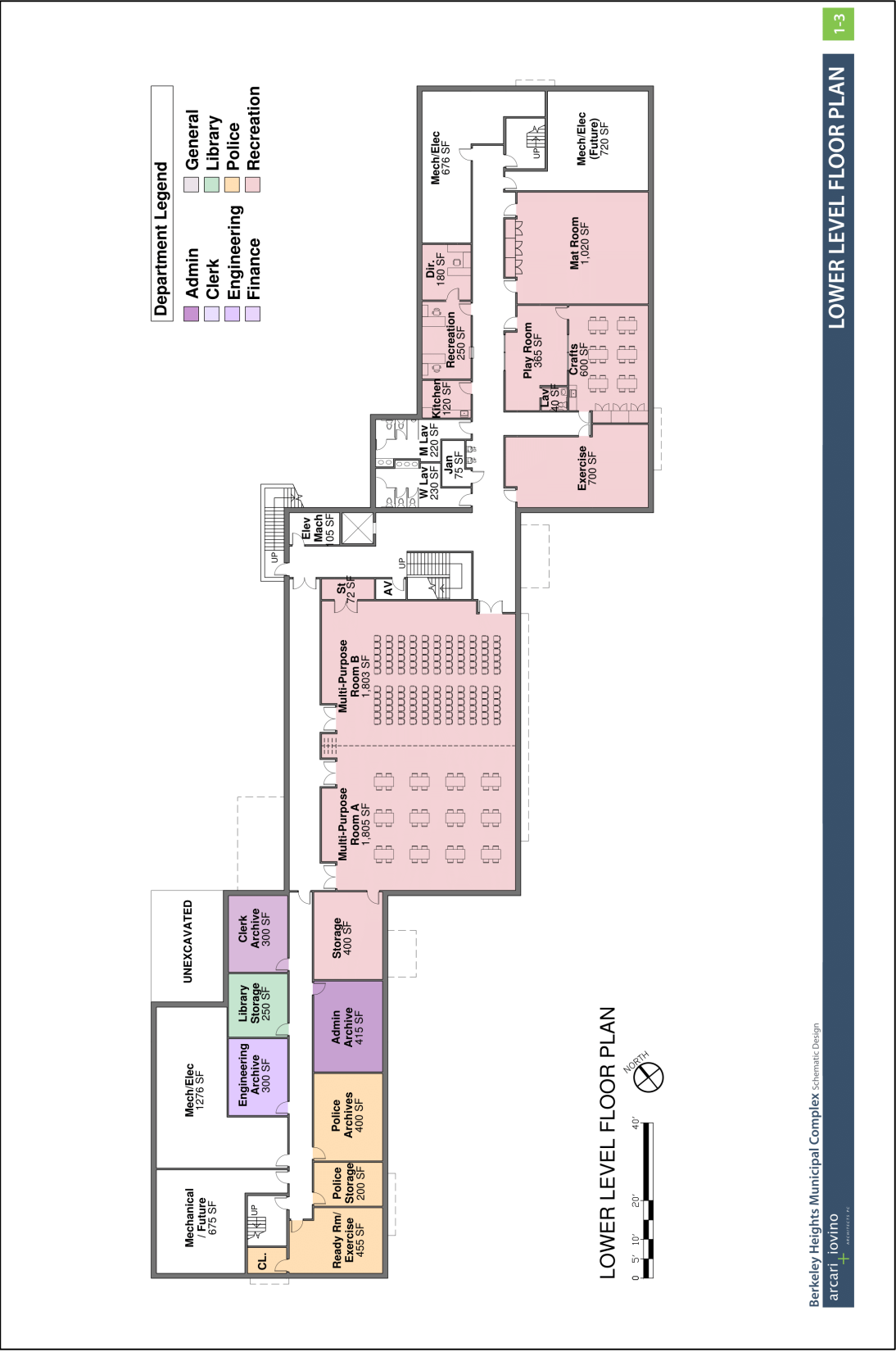


Figure 11: Concept Basement Floor Plan of Municipal Complex Site



# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey



Figure 12: Concept Ground Floor Plan of the Municipal Complex Site

# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey

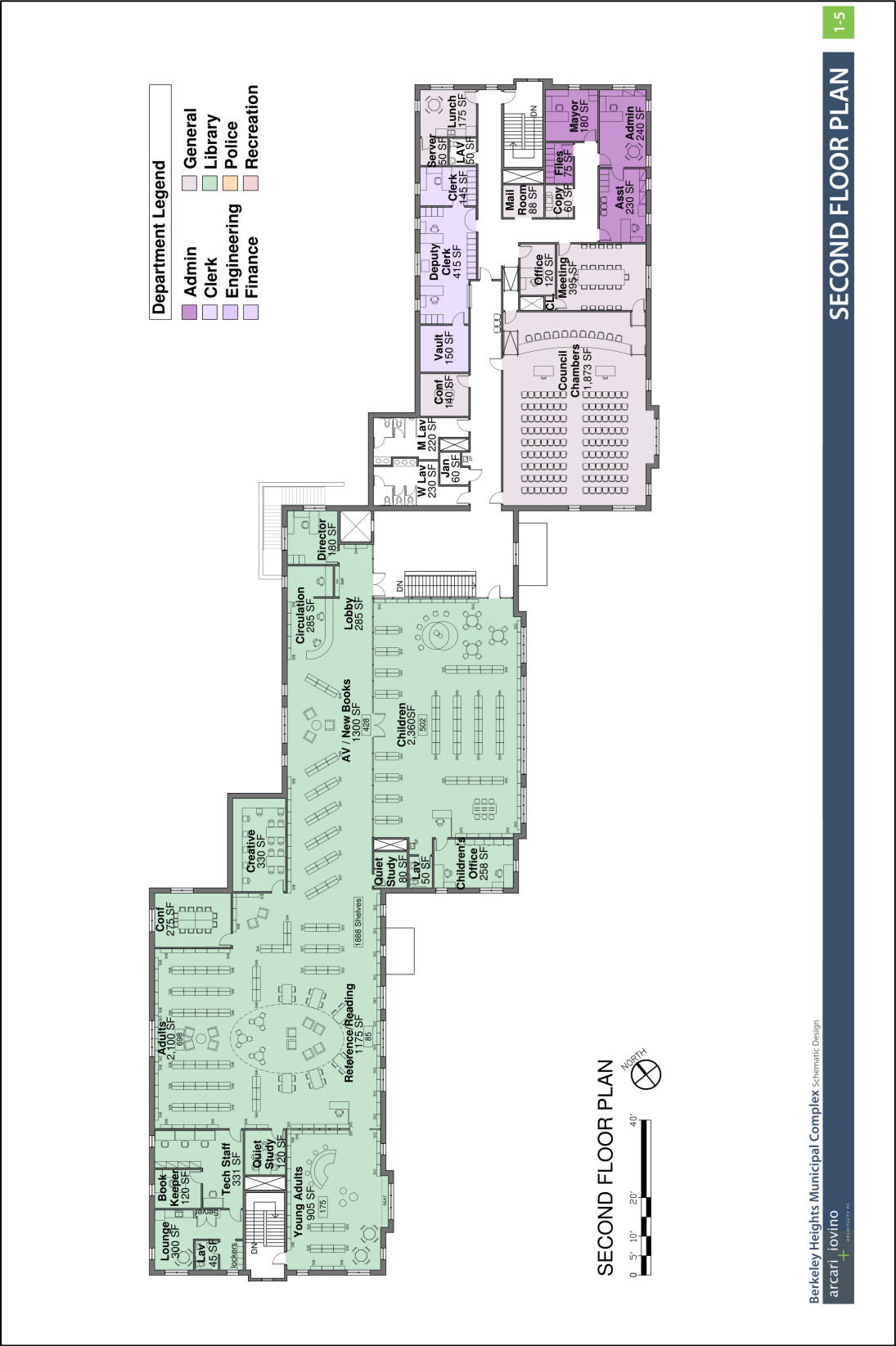


Figure 13: Concept Second Floor Plan of the Municipal Complex Site

## Township of Berkeley Heights, Union County, New Jersey



# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey



EYE LEVEL VIEW OF MAIN ENTRANCE AND PLAZA

Berkeley Heights Municipal Complex Schematic Design

arcari + iovino  
ARCHITECTS PC

RENDERINGS

1-6

Figure 15: Eye Level View of Main Entrance and Plaza of the Municipal Complex Site Frontage

# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey



ARIAL VIEW TOWARD MAIN ENTRANCE

Berkeley Heights Municipal Complex Schematic Design

arcari + iovino  
ARCHITECTS, P.C.

RENDERINGS

1-7

Figure 16: Aerial Elevation of the Municipal Complex Site Main Entrance



# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey



VIEW FROM BERKELEY AVE (NEAR DPW)

Berkeley Heights Municipal Complex Schematic Design

arcari+iovino  
ARCHITECTS PC

RENDERINGS

1-8

Figure 17: View from Berkeley Ave (Near DPW) of the Municipal Complex Site

# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey

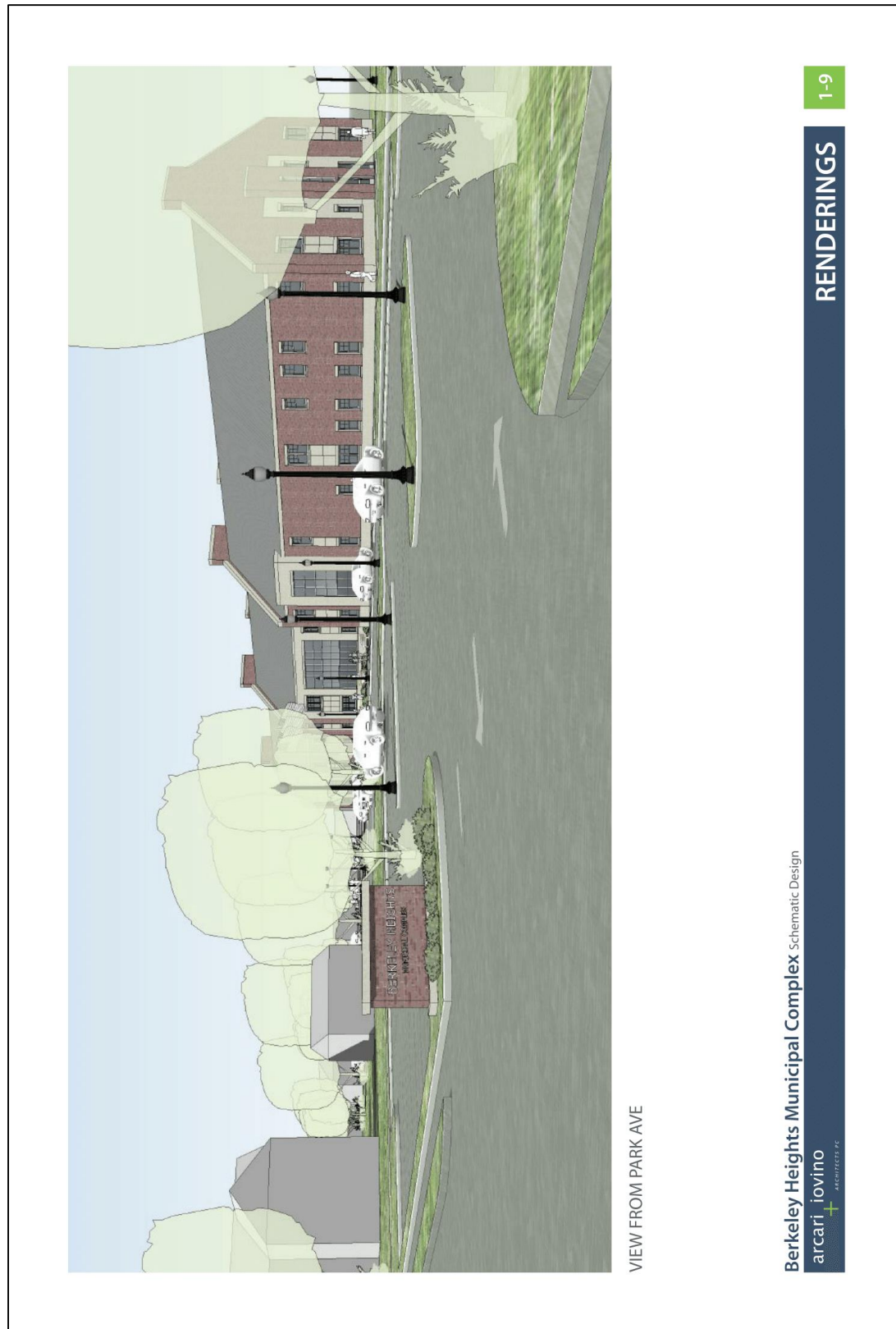


Figure 18: View from Park Ave the Municipal Complex Site Frontage

# Municipal Complex Redevelopment Plan

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Figure 19: View from Plainfield Ave of the Municipal Complex Site Frontage

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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## **3.5 Building and Architectural Design Standards and Programming**

The Municipal Complex Redevelopment Plan is subject to Township Downtown Design Standards, Part 19 of the Municipal Land Use Procedures Ordinance, and shall comply with these standards, with the exception of the Department of Public Works portion of the site - which is exempt. The design goal for the Municipal Building is to achieve a traditional design with Colonial Revival features. The building will be designed with a traditional red brick with a base/water table of either limestone or a cast stone. The scale of the building will be broken up, creating rhythm in the facades, through the use of limestone or a cast stone areas, as well as, volumes that extend forward from the main facades. The roofing is likely to be asphalt shingles with either a shadow line or range in tone to give it some depth/interest. If the budget allows, a synthetic slate or metal roof may be opted for instead.

The structures in the redevelopment area exempt from the Downtown Design standards include the DPW garages. The DPW building and structures are expected to be designed with a utilitarian perspective, which would be built with either metal prefab buildings or concrete masonry. Other design options for this area of the site include a split-face or polished concrete block approach

## **3.6 Redevelopment Area Phasing Plan**

The Redevelopment Plan envisions the construction of the new municipal complex while maintaining, to the extent practicable, the business operations of the existing municipal complex. This would be a significant cost saving for the overall project and one of the reasons for locating the municipal complex where it is depicted on the redevelopment plan. The redevelopment of the municipal complex is anticipated to take place in four (4) phases.

These phases are intended to minimize the disruption of public services including commuter parking. While the location of the new municipal complex is such that it does not overlap the existing municipal building, it will require the relocation of the DPW's salt dome in order to properly sequence the construction activities.

### **Phase One: Salt Dome (3 months of construction)**

A new salt dome, or similar salt storage building, will be designed and positioned at the westerly end of the site. Work includes local site preparation at the new salt storage location.

### **Phase Two: Municipal Complex (18 months of construction)**

With the salt dome relocated, the next phase of work can begin. The grounds for the new municipal complex can be cleared and prepared for construction. While this phase will occupy the site from Berkeley Avenue to the rear of the current engineering building, utilities will be modified throughout the overall property. At the conclusion of this phase the new municipal complex and the parking areas adjacent to the building would be completed and ready for occupancy.

# **Municipal Complex Redevelopment Plan**

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*Township of Berkeley Heights, Union County, New Jersey*

## **Phase Three: Commuter Parking (4 months of construction)**

Once the new building is completed the Administration and Police Departments would vacate their current spaces. The former municipal building would then be demolished. This area and the remaining portion of the site toward Plainfield Avenue would be improved to include the expanded commuter parking lot.

## **Phase Four: DPW Facility (12 months of construction)**

The work during this phase is limited to the west side of Berkeley Avenue. This phase includes building improvements and new structures necessary for the DPW operations.



# Municipal Complex Redevelopment Plan

Township of Berkeley Heights, Union County, New Jersey

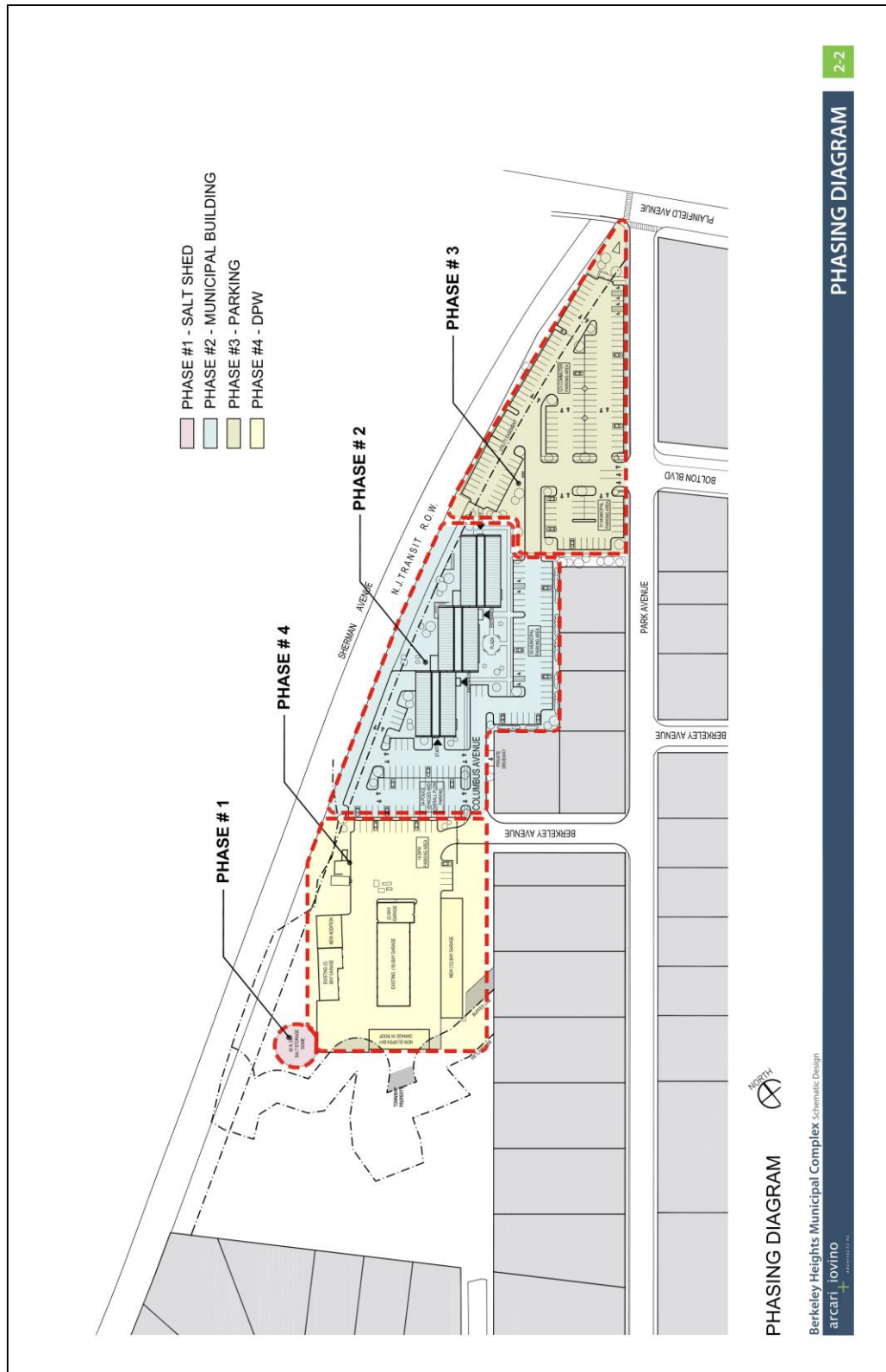


Figure 20: Municipal Complex Redevelopment Phasing Diagram

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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## **3.7 Continuity of Operations Plan**

One of the paramount reasons for locating the new municipal complex more centrally located on the property is to allow for the continued use of the existing municipal complex and associated operations during the course of construction of the new municipal complex. The cost savings is a significant benefit to the community, however this may result in a temporary inconvenience to the public. It is understood that during the different phases of the construction as outlined under Section 3.7 the Township may need to temporarily relocate parking for commuters, employees and/or visitors to different portions of the property. There will also be temporary impacts due to normal construction practices including dust, noise, dirt and debris which are routinely associated a construction project of this size. Many of these impacts can be mitigated by the Contractor adhering to Soil Erosion and Sediment Control practices regulated by the Somerset - Union Soil Conservation District which will have jurisdiction over this project during construction.

## **3.8 Project Cost Estimate**

As presented to the Township by the architectural / planning team at a Town Hall meeting held in June, 2015 the redevelopment of the Township of Berkeley Heights Municipal Complex as described within this redevelopment plan is estimated to cost within the range of \$27,000,000 to \$28,000,000. This range is an estimate only and is subject to the bid process as described under Section 8.0 of this Redevelopment Plan.

## **3.9 Streetscape Improvements and Pedestrian Improvement Plan**

This Redevelopment Plan presents the opportunity to enhance streetscape around the Municipal Complex and Train Stations that will provide pedestrians and cyclists greater connectivity to these community resources. Likewise, the strategic installment of bike racks on the site will help provide transportation mode options, and will complement the commuter parking that serves the Train Station across from the Municipal Complex. The streetscape improvement regulations from Section 19.5.5 of the Downtown Design Standards have been included below, and have been highlighted because of their importance to this site.

The current conditions of the streetscape in the Downtown lack uniformity and a unified vision. Recent improvements to this corridor have been initiated on a site specific basis by individual property owners. These ad-hoc changes have caused a lack of uniformity to the streetscape, with no standard distance for streetlamp installation, different historic and decorative streetlamp styles, patches of and different style brick pavers, and varying sidewalk widths.

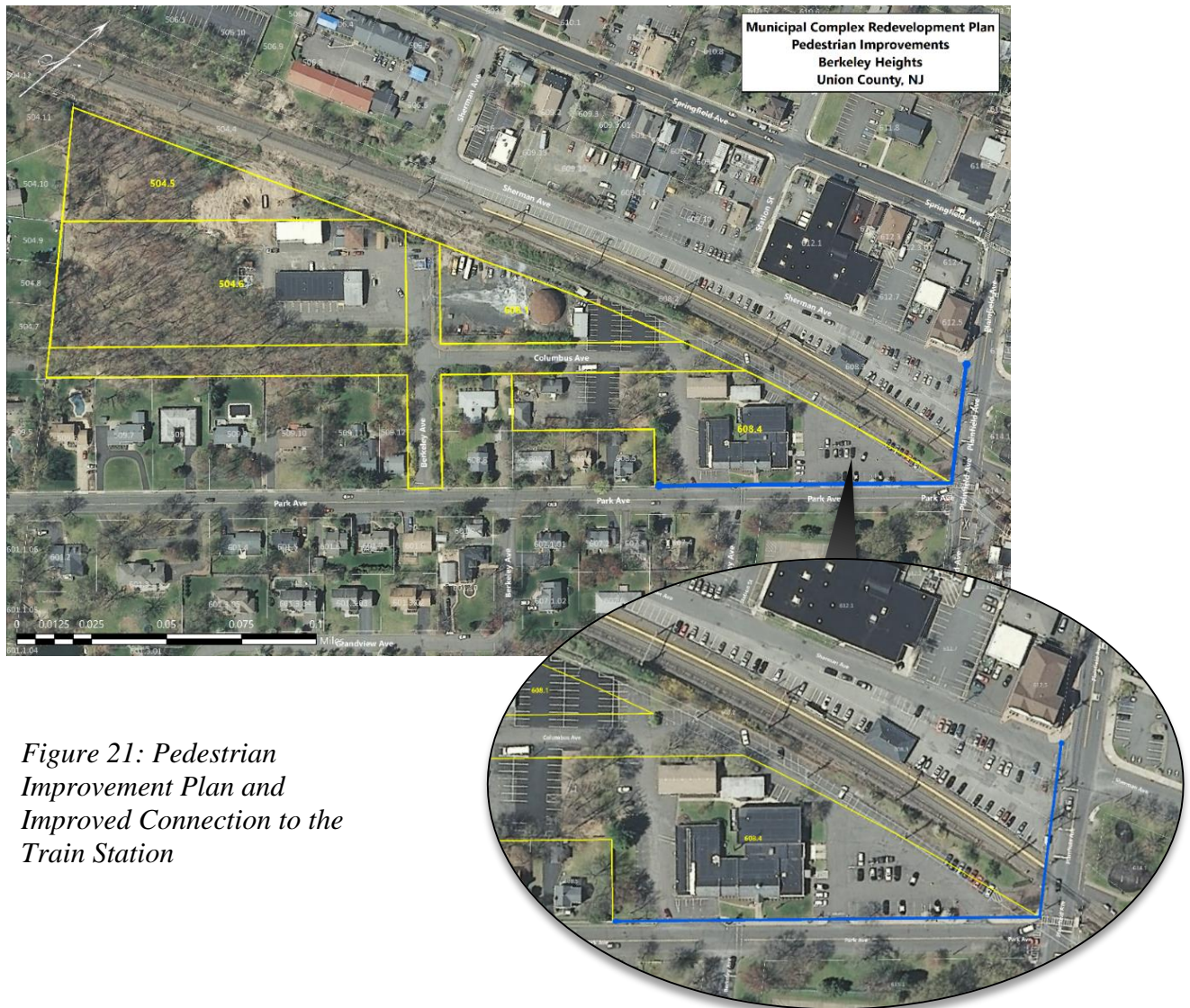
The Township created a Beautification Committee in order to assist in identifying specific streetscape standards and help provide input for improvements to the Downtown that would help enhance pedestrian activity and visual aesthetics. Berkeley Heights is in need of improved pedestrian connections throughout the Downtown that are uniform in order to create a safe pedestrian experience and help beautify the existing Downtown conditions.

# Municipal Complex Redevelopment Plan

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Pedestrian walkways are a critical component of this Redevelopment Plan. Pedestrian walkways “shall promote pedestrian activity both within the site itself and throughout the community by its integration with the Township’s sidewalk system”, with a particular emphasis on constructing a new pedestrian walkway to the Berkeley Heights Train Station. Attention must be given to pedestrian safety solutions such as improved sidewalk conditions, crosswalks with differentiated materials and colors for visibility, and use of street furniture - such as streetlamps, benches, and planters - to create friction for automobile traffic. The creation of the enhanced streetscape around the Municipal Complex and Train Stations, as well as throughout the Downtown, will make a safe, pedestrian friendly streetscape that is walkable and accessible to the residents in town, and likewise will draw visitors coming by train.

The following map and image shows the existing conditions and the proposed segment of Pedestrian Improvement areas that are tied into the Redevelopment Plan:



*Figure 21: Pedestrian Improvement Plan and Improved Connection to the Train Station*



# Municipal Complex Redevelopment Plan

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*Figure 22: Existing Sidewalk Conditions on Plainfield Avenue to Train Station*

## *Streetscape and Landscape Requirements*

*A streetscape plan prepared by a Licensed Landscape Architect in the State of New Jersey is required for all projects and shall include proposed sidewalk and curbing materials and treatments, street trees, tree pit grates and/or treatments, and any proposed street furniture, lighting or other features to be provided. The streetscape plan shall be submitted to the Township of Berkeley Heights Planning Board for its review and approval as part of the project site plan application and implemented as part of the construction of the project. Only one (1) streetscape, lighting and street furniture design standard shall be used within this Redevelopment Area.*

### Section 19.5.5 - Streetscape

- A. The following standards and guidelines shall apply throughout the Downtown.
- B. Standards and Guidelines.
  - 1. Buildings and building edges shall be designed to define a streetscape as indicated on the Urban Design Plan and elsewhere in Part 19 of this Ordinance. Building façades shall be used to create spatial enclosure. The recommended proportion of a street (average height of buildings to average street width) is 1:1 or one dimension wide to one equal dimension of height; this proportion can extend from 1:3 (one wide to three high) to 3:1 (three wide to one high).

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

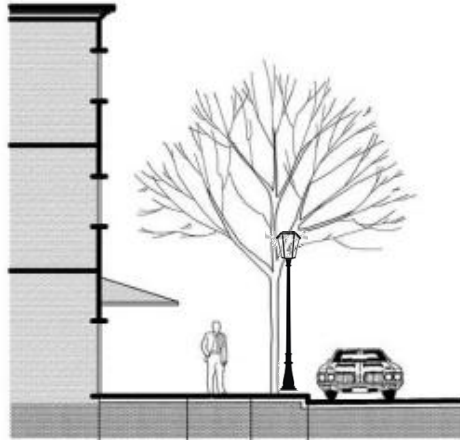
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2. The streetscape edge shall include Belgian block or granite curbing, decorative lamp posts, sidewalks of brick, street trees and privacy edges (decorative fences or hedges) where use is other than retail/service and other street furniture such as benches, trash receptacles, planters, bus stops and information/advertising kiosks.
3. Landmarks and focal points shall be designed to provide orientation and termination of views, and shall occur at strategic locations indicated on the Urban Design Plan, at locations that terminate a major view, at locations that form a gateway to a district, at 600 to 1,000 foot intervals along roadways where vehicular speeds range from 25 to 35 mph, at major curves in roadways and at the terminus of “T” intersections. Buildings designed as landmarks and focal points may include an increase in height and shall include such features as clock towers or other architectural embellishments inherent to the architectural design of the lower portion of the building.
4. Buildings shall be sited to maintain the grid relationship of the existing and proposed streets, or the road network proposed in the approved Circulation Plan Element of the Master Plan.
5. New or rehabilitated structures, parking lots or other building improvements shall conform to the locations and street edge recommendations of the Urban Design Plan.
6. Sidewalks shall promote a pleasant ambiance to pedestrians. Sidewalks shall comply with Section 10.6.7 of the Township Ordinances. The applicant shall give attention to color, detail, material and harmony of the sidewalk. Sidewalks should conform to material and color standards.
7. Lamp posts and other lighting fixtures to be located on the sites shall conform to the general Lighting Standards (Section 11.1.5 in the Township Code of Ordinances) and to the standards set by any lighting posts and/or fixtures which may be located in the adjacent portion of the public right-of-way and/or on adjacent and nearby sites or rights-of-way.
8. Shade trees and other landscaping on the site or in the adjacent public right-of-way shall conform to the general Landscaping Standards (Section 11.1.4 – Landscaping of the Municipal Land Use Procedures Ordinance), and to the standards set by shade tree and/or landscaping on adjacent or nearby sites or rights-of-way.
9. Benches, trash receptacles and other street furniture on the site shall conform with the Design Standards and with those existing in the public right-of-way and on adjacent or nearby sites or rights-of-way.

# Municipal Complex Redevelopment Plan

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The following rendering shows a typical streetscape dimension, where the represented planting will also include intermittent street furniture (such as trash and recycling receptacles, benches, and lampposts) along the right-of-way.



*Typical and Ideal Dimension of a Streetscape Right of Way*



*Downtown Bridgeton, NJ as an example of a well-designed streetscape*

## C. Traffic Calming Features

This section discusses improvements to the public realm within the Downtown District. These improvements are intended to enhance the walking experience through downtown Berkeley Heights, increase pedestrian connectivity to and through the corridor, and improve the appearance and comfort of district's streets and sidewalks. In addition, the Plan requires street furnishings and landscaping to soften the sidewalk environment and traffic calming features to enhance walking.



# Municipal Complex Redevelopment Plan

*Township of Berkeley Heights, Union County, New Jersey*

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To improve the pedestrian environment, the following traffic-calming measures shall be considered or made where appropriately identified within the public right-of-way.

- Bulb-outs shall be considered at the main intersections along Springfield Ave. intersections Bulb-outs are widenings of the sidewalk / pedestrian area into parking lanes at intersections. They provide a more generous pedestrian “refuge” area for those waiting to cross the street, shorten walking distances across vehicular travel lanes, and slow traffic by reducing the apparent / visible street width. Bulb-outs shall be decoratively paved in a manner that complements the sidewalk paving.
- Crosswalks in the Downtown shall be improved with painted stripes, solid paint in contrasting colors, or textured materials such as brick pavers. These highly visible treatments make drivers more aware of pedestrian crossing locations.

1. The design, placement and dimensions of these features shall be determined by the Planning Board or Zoning Board of Adjustment during preliminary site plan review.

- The pedestrian portion of the public right-of-way shall include both a sidewalk walking area and a tree planting strip between the sidewalk and the curb, where trees and/or plantings are located.
- Street trees shall be planted at regular spacing on all streets within and bounding the Downtown District.
- Along Springfield Avenue and main cross streets near the municipal complex and train station, sidewalks shall be furnished with benches and trash cans.
- Streets shall include pedestrian-scale street lighting.
- Protective bollards may be installed at corners and pedestrian intersections, at the Township’s discretion.

## 2. Street Furniture

The following streetscape improvement guidelines are to be complied with pursuant to Section 19.5.5 of the *Downtown Design Standards*, for any commercial property owner within the Downtown Corridor seeking site plan approval, to create a cohesive and attractive environment:

# Municipal Complex Redevelopment Plan

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## A. Bike Rack:

Secure Site Design LLC, Victor Stanley, Inc. – Cycle Sentry Series Model BRNS-301, in Black



## B. Bench:

Victor Stanley, Inc. City Series Model Cr-18, 6 Foot length, in Black  
Benches are to be anchored to concrete pad, not to the brick pavers.



## C. Trash and Recycling Receptacles:

1. Victor Stanley, Inc. Economy Series ES – 142, 36 – gallon with the Standard Tapered Formed Lid, in Black, with half-moon liners for 36 gallon (left); or

# Municipal Complex Redevelopment Plan

*Township of Berkeley Heights, Union County, New Jersey*

2. Victor Stanley, Inc. SD 242- 2- 36 Gallon with the Standard Tapered Formed Lid, Black color (right).



D. Pavers:

Hanover Prest Brick, Traditional, Red Charcoal Blend Natural Finish or Traditional Red Natural Finish Size 4x8



- Pavers to be installed at a 45 degree angle Herringbone Design
- Soldier, Solid border - 1 brick width
- Concrete fill underlay

E. Planters:

Victor Stanley, Inc. Zen Series, with Wide-Mouth Formed lid, in Black

- Preferred in the 50-70 lbs. size

Planters will be equipped with 24 inch -28 inch Round Planter Well Reservoir (WW-R24) through the Planters Unlimited company. Any other model must be approved equal.

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## F. Street Light:

Streetlamps are recommended to be placed along the curbing of the road in order to decrease their impact on pedestrian access. The streetscape shall be reinforced by the uniform line of streetlamps. Unique building setbacks and orientation will be considered. (See Dimensional Rendering on Page 27).

Shakespeare Historical Series – Washington Style 17” Anchor Base – AP17-12FS41W1.

(Fluted shaft, 12’ height, semi-gloss dark green, with weatherproof receptacle)

With the CAN Generation Series LED Post Top – ACN050LEDEU33113GN.

- Classical cage type, Glass Acorn top, Architectural finial in Hartford Green)



# Municipal Complex Redevelopment Plan

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## *Light Bulbs*

LED Light Bulbs will be the only permitted Light Bulb for Street Lights in the Downtown. It is recommended that a LED driver with a universal mounting bracket that will allow it to bolt on to the socket plate is installed. This driver has an adjustable stem to go up and down so the end user can align it with the top of the lens for a lantern or acorn fixture. This is a retrofit LED system with a driver, LED, and heat sync. There is currently no standardized way of measuring LED bulbs that are used to replace traditional bulbs<sup>26</sup>, but the “color” measured in kelvins (k) and the lumens (lm) will be used for the LED bulbs in the Downtown. As recommended by the lighting manufacturer and the manual for the CAN Generation Series LED Post Top<sup>27</sup>, the color of the LED used should be between close to the 4000k range and the light output of the LED should be in the 1100-1300 lm range. Any other light bulbs proposed to be used must be approved by the Zoning Officer and approved equal. Light bulbs and any replacement bulbs will be uniform amongst all streetlamps.

Equivalent wattages and light output of Incandescent, CFL and LED bulbs <sup>28</sup>		
Light Output	LEDs	Incandescents
<i>Lumens</i>	<i>Watts</i>	<i>Watts</i>
450	4 - 5	40
750 - 900	6 - 8	60
<b>1100 - 1300</b>	<b>9 - 13</b>	<b>75 - 100</b>
* 1100-1300 is the designated lumens range for the Downtown Standards, others included in this chart are for reference only		



The Township Council may authorize a de minimus design waiver from Section 3.9 of the Redevelopment Plan without the need for amending the Redevelopment Plan as described under Section 8.2.

### **3.10 Open Space and Environmental Considerations**

The wooded area along the westerly portion of the redevelopment area contains freshwater wetlands and transition areas. This wooded area provides for a natural vegetative buffer and should be preserved and protected to the maximum extent practicable from further development. Any disturbance to freshwater wetlands, transition areas or water bodies shall be regulated by the Department of Environmental Protection (DEP). A wetlands delineation study has been

<sup>26</sup> <http://www.eco-revolution.com/lumens-and-light-output/>

<sup>27</sup> <http://www.cooperindustries.com/content/dam/public/lighting/products/documents/streetworks/brochures/streetworks-generation-series-led-bro.pdf>

<sup>28</sup> [http://eartheasy.com/live\\_led\\_bulbs\\_comparison.html](http://eartheasy.com/live_led_bulbs_comparison.html)

# **Municipal Complex Redevelopment Plan**

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completed by Eastern States Environmental Associates and a subsequent application for a Letter of Interpretation is under review by the DEP. The project will require regulatory permits from the DEP, Land Use Regulation Program, consisting of a stormwater outfall permit, transition area averaging plan and/or a redevelopment waiver. The redevelopment project will also be classified as a major project under the Storm Water Rules, and therefore the stormwater management design will be required to be reviewed by the DEP as well.



# **Municipal Complex Redevelopment Plan**

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## **4.0 Redevelopment Area Site Planning and Design Standards**

### **4.1 Design Considerations and Standards**

1. All structures within the Redevelopment Area shall be situated with proper consideration of their relationship to other buildings, both existing and proposed in terms of light, air and usable open space, access to public rights of way and off-street parking, height and bulk. Buildings shall be designed to be attractive from all vantage points, with each façade being of equal importance. Buildings shall have a clear base, middle and top. Architectural devices, such as providing stringcourses, cornices and sub-cornices, and/or horizontally differentiating surface treatments, can be used to achieve the necessary transitions.
2. Buildings shall be oriented toward the street so as to contribute to the overall liveliness of the pedestrian environment. On street frontages where commercial uses are provided, all commercial uses shall have direct access from the sidewalk area. Main-building entries shall be prominent and easily identifiable, and shall not occur simply as voids within or between buildings. Canopies may be provided at main entrances and shall be constructed of materials similar to or compatible with the overall building design.
3. The base of all buildings shall meet the pedestrian level in a human scale and manner. The base shall not have a cold or brutal feeling.
4. The height of the base must relate to the building's architecture and design and must be proportional with the building's overall height. Tops of buildings shall be designed to create architectural interest and must be designed consistent with the "Building Design Requirements" of this Plan. The intent of these requirements is to create buildings that are vibrant and active in their appearance and do not read as uniform or continuous slabs along the streetscape.
5. It is the intention of these building design requirements to permit contemporary buildings, but buildings which must also reference traditional design features and materials such as pre-cast lintels, water tables, cornices, traditional storefront design, etc.; especially at the lower levels of the building. These architectural building elements may be used in a contemporary manner, and upper stories of the building may take on a more contemporary appearance provided that the building as a whole presents a well-designed cohesive appearance and the quality of the building materials is maintained.
6. Upper level facades shall be articulated in order to provide architectural interest. Walls shall not be left blank. Frontages shall have at least one window appropriately proportioned per structural bay. Building designs may utilize various types of materials and material changes for façade articulation, as long as the differentiating materials and details are well thought-out and integrated. The intent of this required articulation is to create interesting and varied building façades such that the building facades do not read as uniform or continuous slabs along the streetscape.

# **Municipal Complex Redevelopment Plan**

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7. It is the intention of this Redevelopment Plan that the facades of all building be developed and designed using high quality materials. The preferred building materials shall be masonry (standard or Norman brick), pre-cast stone or concrete and brick panels, and other similar materials. EIFS (Exterior Insulating Finishing Systems), artificial stone and brick veneer (“Permastone” & “Brickface”) and other similar façade materials may not be used within this Redevelopment Area. Similarly, jumbo brick and concrete block of any type are not permitted as façade materials within this Redevelopment Area.
8. All mechanical equipment, generators, HVAC equipment and similar equipment shall be acoustically buffered such that any noise generated by the equipment shall be within the applicable residential sound standards as defined by the State of New Jersey.
9. All electronic communication equipment shall be screened from view. This shall be achieved through creative disguises within the basic architecture of the building, such that it does not negatively impact the appearance of the building. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same materials used in the construction of the building, such that the screening appears to be an integral part of the building. The screening shall not impair the functioning of the equipment. Said equipment shall be located so as to minimize or eliminate the need for screening.
10. All mechanical equipment shall be screened from view, both from the street and existing or planned neighboring buildings. Said screening shall be constructed in a manner that is consistent with the architecture of the building, and shall utilize the same materials used in the construction of the building, such that the screening appears to be an integral part of the building. The screening shall not impair the functioning of the equipment.
11. Wherever possible, ventilation equipment required for commercial uses shall be vented through the roof of the building. All such equipment ventilated through the roof shall be screened in compliance with paragraph 8 above. The necessary incorporation of ventilation grillwork within the storefront façade system shall be limited to no more than 15% of the possible glazing area. Such grillwork shall be architecturally incorporated within the storefront design so as to compliment and add to the overall aesthetic effect of the commercial façade. Exposed ventilation pipes and risers are prohibited.
12. In conjunction with the conditions listed above and the Streetscape Standards described in this document, the Township’s Design Standards of Part 19 of the Municipal Land Use Procedures Ordinance define the standards applicable to this Redevelopment Plan. All elements of the Municipal Complex Redevelopment Plan will be in accordance with Part 19.

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## **4.1.A Screening of Above-Grade Parking**

### *Facing Streets and Park Blocks*

All off-street parking areas that face streets or parks shall be screened from view with low-level evergreen landscaping.

## **4.1.B Screening of Back Room Uses, Storage Facilities, and Trash**

1. Any “back room” facilities on any level shall be screened from view of public streets with landscaping, fencing, or a combination of both.
2. Trash and recycling bins, sheds, and storage areas shall be enclosed at the sides and top and located either indoors or outdoors at a minimum of 10 feet from any street or property line. All trash enclosures located outdoors shall be constructed with the same building materials used for the Municipal Complex.

## **4.1.C Materials**

The Municipal Complex Redevelopment Site is subject to Township Downtown Design Standards, in Part 19 of the Municipal Land Use Procedures Ordinance and comply with these standards, with the exception of the Department of Public Works portion of the site - which is exempt. The design goal for the Municipal Building is to achieve a traditional design with a contemporary flair – something that is expected, yet unexpected at the same time. The building will be designed with a traditional red brick with a base/water table of either limestone or a cast stone. The scale of the building will be broken up, creating rhythm in the facades, through the use of limestone or a cast stone areas, as well as, volumes that extend forward from the main facades. The roofing is likely to be asphalt shingles with either a shadow line or range in tone to give it some depth/interest. If the budget allows, a synthetic slate may be opted for instead.

The structures in the redevelopment area exempt from the Downtown Design standards include the DPW garages. These are expected to be designed with a utilitarian perspective, which would be built with either metal prefab buildings or concrete masonry. Other design options for this area of the site include a split-face or polished concrete block approach.

## **4.2 Green Design and Elements**

The use of green building technologies is strongly encouraged to be incorporated into all aspects of the project design. Green building (also known as green construction or sustainable building) is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition. Broadly speaking, green building design goals include reduced energy and water use; use of sustainable, renewable, non-toxic and locally produced materials; improved indoor air quality; environmentally-conscious site planning; and a location in a central, developed area with existing services and resources.

The following green design and elements have been incorporated into this Redevelopment Plan:

# **Municipal Complex Redevelopment Plan**

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## **i. Site and Location**

1. Re-Development of the municipal complex site
2. Re-Utilization of existing buildings (DPW)
3. Utilization of the existing municipal complex until the new municipal complex is completed
4. Protection of forested wetlands
5. Expansion of commuter parking spaces for use of public transit (train station)
6. Enhanced public / pedestrian walkways to public transportation (train station)
7. Reduced vehicle activity due to concentration of services (library, recreation, municipal, police, etc.) all located at one site
8. Heat island effect reduction (shade trees covering portions of parking areas)
9. Rainwater management

## **ii. Water Efficiency and Management**

10. Outdoor water use reduction
11. Indoor water use reduction (low flush fixtures, etc.)
12. Construction of a stormwater management system with water quality standards that satisfy the Department of Environmental Protection (DEP) Storm Water Rules (N.J.A.C. 7:8)

## **iii. Energy**

13. High efficiency HVAC systems
14. Occupancy sensors for room lighting
15. LED lighting fixtures and other high efficient lighting

## **iv. Materials and Resources**

16. Storage and collection of recyclables
17. Construction and demolition waste management
18. Use of local raw materials for construction

## **v. Indoor Environmental Quality**

19. Indoor air quality performance to meet Code
20. Low off-gassing materials for better air quality
21. Thermal comfort and control systems
22. Quality indoor lighting
23. Use of daylight and views to exterior
24. Acoustic qualities of spaces for comfort

## **vi. Landscaping**

25. A landscape design that will use native plant material
26. Incorporation of shade trees within the perimeter of the parking lot

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## 4.2.A Sustainability

Goal: Encourage the incorporation of sustainability principles into both private development and public infrastructure projects

Objectives:

- Encourage “green” development standards and projects that are designed in conformance with the Leadership in Energy and Environmental Design (LEED) Green Building Rating System. It is not recommended that this project obtain LEED certification, however it is recommended that this redevelopment project is designed to satisfy the goals and objectives of the LEED rating system.
- Encourage universal design to be integrated early on into any public or private development.
- Reduce impervious surface areas and encourage the use of “green” roofs.
- Encourage transit, pedestrian and bicycle-friendly development and roadways.
- Use zoning to encourage mixed-use developments in appropriate areas, such as around the Berkeley Heights Train Station.<sup>29</sup>

## 4.2.B Berkeley Heights Adoption of Sustainability Ordinance

The Township of Berkeley Heights adopted a new ordinance on April 22, 2014 addressing the concept of green design and environmental sustainability within the municipality. The Township Council developed the ordinance with a vision of a greener and more sustainable Berkeley Heights, including redevelopment projects such as this one. The ordinance was established so that prospective developers could incorporate green design and sustainability into their plan and design for downtown redevelopment. It is a goal and objective of this Redevelopment Plan to set a standard for all future redevelopment projects in the Township to design and construct a new municipal complex using sustainable building materials.

## 4.3 Signage

Wayfinding refers to “information systems that guide people through a physical environment and enhance their understanding and experience of the space”<sup>30</sup>. Institutional identity signage includes free-standing signs or signs attached to buildings that help to identify the municipal complex and are important for visitors both familiar and unfamiliar with the site. Signage within the complex should be comprehensive in both design and placement, to ease navigation and reinforce key destinations. Likewise, vehicular wayfinding signage is an important element to

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<sup>29</sup> Township of Berkeley Heights Master Plan, 2007, Page 46-47

<sup>30</sup> Signage Foundation, Inc. (SFI). 2013. Urban Wayfinding Planning and Implementation Manual. [http://www.signs.org/pdf2013/Wayfinding\\_Manual\\_2013.pdf](http://www.signs.org/pdf2013/Wayfinding_Manual_2013.pdf)

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control desired traffic circulation patterns and aid motorists in efficiently identifying both public and private parking lots by utilizing consistent wayfinding and identification standards.

An effective wayfinding program can easily balance the needs of the different constituencies within a municipal complex - such as government employees, departments sharing space, citizens, police, and visitors - supporting and enabling a positive experience for all users. “In developing the wayfinding strategy and designing the sign system, the designer will have to create a family of sign types that not only addresses primary information and wayfinding needs but also recognizes secondary issues and audiences with an appropriate information hierarchy and sign-messaging protocols”.<sup>31</sup>

The town plans to employ one major monument sign that would likely include materials such as brick with carved wood or other approved material, along the Plainfield Avenue and Park Avenue intersection as the major identification sign that locates the destination. Other identification signs placed at the main driveway at Park Avenue and a smaller sign at Berkeley Avenue will provide information indicating the entrances to the site. Within the complex, directional signs will be installed to display and help visitors find specified parking and individual locations for the different uses on the site. Other signs on the site may include warning or hazard signs, to indicate safety procedures such as a fire escape routes, no smoking areas, and other regulations that are, or are not allowed in a specific area.

All wayfinding signage will adhere to the Part 19 Section 5 Downtown Design Standards. This wayfinding signage package will be consistent in typography and color choice to create a straight forward and comprehensive scheme of displaying information.

## 4.4 Environmental Site Remediation

After having researched various sources of environmental information for all lots within the Redevelopment Area, the following chart has been composed for 29 Park Avenue.

<b>Table 17</b>					
<b>Analysis of Environmental Information*</b>					
<b>Street Address</b>	<b>Lot</b>	<b>Block</b>	<b>Source/List</b>	<b>What Information Was Found</b>	<b>Relevant Dates</b>
29 Park Avenue	608	4	PCS-ICIS - The Permit Compliance System and Integrated Compliance Information System databases provide info on companies which have been issued permits to discharge wastewater into rivers	Permit for Discharging Water	Issued: March 18, 2004 Expired February 29, 2009
*More information can be found in the appendix of this report					

When researching the sources of environmental information for 29 Park Avenue, only information on the website and search engine, EnviroMapper/EnviroFacts located at <http://www.epa.gov/emefdata/em4ef.home>, appeared. EnviroMapper is a search engine that

<sup>31</sup> The Wayfinding Handbook: Information Design for Public Places 2009 by David Gibson. P. 18.



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requires the search of a general municipality or specific address. Once the municipality or address is entered, the researcher sees a map with small icon indicating compliance, restrictions, requirements, health and permit data for the following: air pollution, discharge of wastewater, toxic substances, hazardous waste, greenhouse gases, radiation, and land remediation. As the table indicates, 29 Park Avenue had a permit to discharge wastewater into rivers that was issued March 18, 2004 and expired February 29, 2009.

Other websites were used within the search process, but no information appeared. All of the websites used and their corresponding titles appear below.

New Jersey Department of Environmental Information: <http://www.state.nj.us/dep/>

- Open Public Records Act Request: <http://www.nj.gov/dep/opra/>
- Data Miner: <http://www.nj.gov/dep/opra/online.html>
- Data Miner Electronic Report Finder: [http://www.nj.gov/dep/opra/report\\_finder.html](http://www.nj.gov/dep/opra/report_finder.html)
  - Known Contaminated Site List: <http://www.nj.gov/dep/srp/kcsnj/>
  - Active Site Remediation Cases
  - Compliance and Enforcement
  - Violations
  - Engineering and Institutional Controls: Deed Notices, Classification Exception
  - Areas
  - Landfills
  - Active UST Remediation Cases

United States Environmental Protection Agency: <http://www.epa.gov/>

- Freedom of Information Act Request: <http://www.epa.gov/foia/submission.html>
- Superfund / RCRA Sites: [http://www.epa.gov/region02/cleanup/sites/njtoc\\_name.htm](http://www.epa.gov/region02/cleanup/sites/njtoc_name.htm)
- EnviroMapper/ EnviroFacts: <http://www.epa.gov/emefdata/em4ef.home>

Miscellaneous:

- Sanborn Maps/Aerials (Historic Uses): Environmental Data Resources, Inc.
- <http://www.edrnet.com/>

To the extent required by law, the Township (or designated Redeveloper of the project) shall retain a Licensed Site Remediation Professional (LSRP) who will oversee the demolition of the existing buildings and structures as well as construction of all phases of the new municipal complex to ensure the site complies with applicable rules and regulations pertaining to site remediation as regulated by the State of New Jersey Department of Environmental Protection (DEP).

## **4.5 Soils and Geotechnical Study**

The design of the municipal complex shall take into consideration the findings and recommendations outlined in the Subsurface Investigation Report prepared by Melick Tully and Associates, P.C. dated March 16, 2016.

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## 5.0 Redevelopment Area Transportation and Circulation Plan

### 5.1 New Jersey Transit Rail Line

The availability of public transportation is one of the main planning principles behind the vision for the redevelopment of the Berkeley Heights Municipal Complex. Together with the Township's ongoing efforts to revitalize the downtown business district and to create a more vibrant "main street" feel the expansion and reconfiguration of the commuter parking spaces on the municipal complex site is a major goal and objective of the redevelopment plan. An expansion of the number of commuter parking spaces to serve the community will more effectively utilize the benefits of the train station and share in the goal to revitalize the downtown business districts.

On June 10, 1996, New Jersey Transit launched a new program entitled, Midtown Direct during the weekday allowing, "the Morris & Essex lines to merge onto the Northeast Corridor in Kearney Meadowlands, providing passengers with direct service to New York Penn Station."<sup>32</sup> Later, on September 8, 1996 weekend service was added.<sup>33</sup>

The convenience of a one-seat ride into Midtown Manhattan from the Berkeley Heights Train Station has increased ridership dramatically from the time of its installation: "Before MidTOWN DIRECT, Morris & Essex Line customers traveling to Midtown had no option but to transfer to PATH trains or trans-Hudson ferries at Hoboken Terminal. MidTOWN DIRECT service provides either a one-seat ride into Manhattan or a convenient transfer at Summit Station or Newark Broad Street Station to continue to Manhattan for residents of Essex, Union, Morris, Somerset and Warren counties. Even with a transfer, MidTOWN DIRECT services saves customers up to 20 minutes of travel time in each direction."<sup>34</sup>

Additionally, "Today, NJ TRANSIT offers about 30 weekday trains in each direction from New York Penn Station on the Morris & Essex Lines, operating an average of four trains per hour each way during the morning and evening peak periods and providing hourly service during off-peak hours and on weekends. Prior to the introduction of MidTOWN DIRECT service, NJ TRANSIT serviced 7.4 million annual passenger trips on the Morris & Essex Lines from 1995 to 1996 or approximately 28,000 passenger trips on an average weekday. Ridership on the line increased more than twenty percent during the first year of MidTOWN DIRECT service."<sup>35</sup>

Due to the increased ridership and convenience of Midtown Direct along the Morris & Essex lines, there is a greater need for a more commuter parking downtown, which can accommodate the increase in commuter traffic. The Redevelopment Plan sets out to maintain and restore the beauty of Berkeley Heights while introducing a bustling downtown area for residents to enjoy.

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<sup>32</sup> "NJ TRANSIT Celebrates 10-Year Anniversary of MidTOWN DIRECT," June 9, 2006, [https://www.njtransit.com/tm/tm\\_servlet.srv?hdnPageAction=PressReleaseTo&PRESS\\_RELEASE\\_ID=2228](https://www.njtransit.com/tm/tm_servlet.srv?hdnPageAction=PressReleaseTo&PRESS_RELEASE_ID=2228)

<sup>33</sup> "NJ TRANSIT Celebrates 10-Year Anniversary of MidTOWN DIRECT," June 9, 2006, [https://www.njtransit.com/tm/tm\\_servlet.srv?hdnPageAction=PressReleaseTo&PRESS\\_RELEASE\\_ID=2228](https://www.njtransit.com/tm/tm_servlet.srv?hdnPageAction=PressReleaseTo&PRESS_RELEASE_ID=2228)

<sup>34</sup> "NJ TRANSIT Celebrates 10-Year Anniversary of MidTOWN DIRECT", June 9, 2006

<sup>35</sup> "NJ TRANSIT Celebrates 10-Year Anniversary of MidTOWN DIRECT", June 9, 2006

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## 5.1.A New Jersey Transit Facts

- Berkeley Heights Train Station had twenty-two (22) inbound trains and twenty-five (25) outbound trains on a typical weekday in the year 2011.<sup>36</sup>
- Berkeley Heights Train Station had nineteen (19) inbound trains and twenty (20) outbound trains on a typical Saturday/Sunday in the year 2011.<sup>37</sup>
- Berkeley Heights Train Station had 504 average week-day boardings in the year 2011. It was the third highest in number of weekday boardings the following New Providence Train Station (563 boardings) and the Murray Hill Train Station (549 boardings).<sup>38</sup>

### i. All Morris & Essex Line Stops <sup>39</sup>



<sup>36</sup> New Jersey State Rail Plane: The New Jersey Railroad System: Final Report October 2013, 3-13

<sup>37</sup> New Jersey State Rail Plane: The New Jersey Railroad System: Final Report October 2013, 3-13

<sup>38</sup> New Jersey State Rail Plane: The New Jersey Railroad System: Final Report October 2013, 3-13

<sup>39</sup> "Morris & Essex Lines Master File – New Jersey Transit," October 13, 2013,  
<http://www.njtransit.com/pdf/rail/R0040.pdf>



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## 5.2 New Jersey Transit Bus Service

There is a regular bus service that runs from Summit to Plainfield making stops at Summit, New Providence, Murray Hill, Berkeley Heights, Watchung, North Plainfield and Plainfield. There are three zones, which dictate how much a rider pays for their ticket and users can also make a transfer to another bus. NJ Transit provides the cash fares and schedules of the bus service on their website. The bus number is 986.<sup>40</sup> In order to get into New York City, passengers of the 986 would have to transfer to the 114 Bus (Watchung Avenue and 4<sup>th</sup> Street) or the 113S Bus (Plainfield Rail Station). The location of the stops is detailed in the map below:



“NJ Transit offers local bus service on the 986 route.”<sup>[103]</sup> Lakeland Bus Lines also provides commuter bus service to the Port Authority Bus Terminal in Midtown Manhattan and a connection to Gladstone.”<sup>41</sup>

“Wheels Suburban Transportation Services is a system of routes owned by New Jersey Transit and operated mostly under contract by private companies primarily in western New Jersey in Hunterdon and western Somerset counties, although some routes operate in urban areas.

<sup>40</sup> “986 Bus: Summit to Plainfield,” <http://www.njtransit.com/pdf/bus/T0986.pdf>, Issued June 23, 2012.

<sup>41</sup> [http://en.wikipedia.org/wiki/Berkeley\\_Heights,\\_New\\_Jersey#Public\\_transportation](http://en.wikipedia.org/wiki/Berkeley_Heights,_New_Jersey#Public_transportation)

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## **5.3 Commuter Parking Lots**

A portion of two of the surface parking lots at the existing Municipal Complex are leased to commuters who utilize the Berkeley Heights Train Station. Forty eight (48) parking spaces are located along and within the New Jersey Transit line along the northeastern corner of the property. These are the commuter parking spaces most visitors see when they first enter the parking lot of the municipal complex near the intersection of Park Avenue and Plainfield Avenue. There are another forty (40) parking spaces located in a surface parking lot located along the New Jersey Transit line, between the existing salt dome facility and the construction offices. The Township also maintains approximately 150 commuter parking spaces along the northbound side of the Train Station. Altogether the Township has approximately 238 commuter parking spaces. The commuter parking spaces have been at capacity with a substantial waiting list for many years.

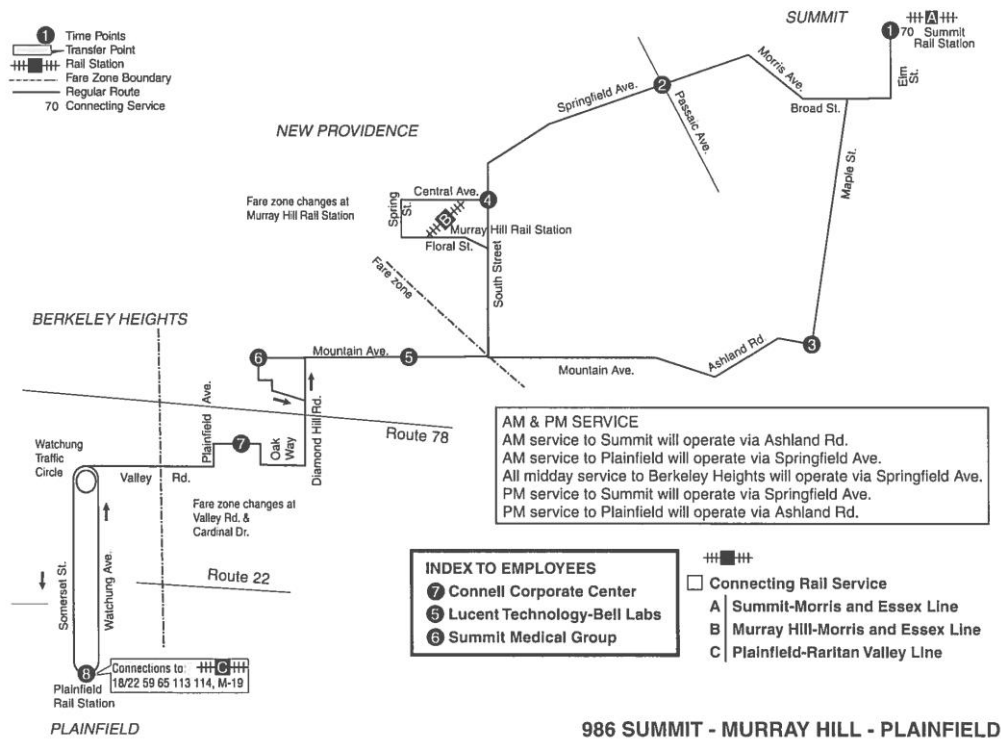
As of March 2016, there is a resident waiting list of 247 and a non-resident waiting list of 50. The Township charges a yearly parking permit for residents of \$285 and a yearly parking permit for non-residents of \$715.

Around 2005 the Township authorized a planning consultant to prepare an analysis of the parking needs of the community in relation to the Berkeley Heights Train Station. It was recognized in the Park and Go Study that there was a need and a desire of the community to increase the number of commuter parking spaces in close proximity of the Train Station. The Park and Go Study projected the current commuter parking wait list to be at least two (2) years for residents and four (4) years for non-residents.

The Redevelopment Plan envisions the expansion of the existing commuter parking spaces on site from 88 parking spaces to an estimated 123 parking spaces, with the final number to be determined during the design phase as well as entering into an updated agreement with New Jersey Transit. In addition to the increase in the number of commuter parking spaces, as part of the redevelopment of the municipal complex, the pedestrian sidewalks will be reconstructed along Park Avenue and Plainfield Avenue to the commuter parking lot. The sidewalks will be constructed to the Township's streetscape design standards as referenced under Part 19 – Design Standards.

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## 5.4 New Jersey Transit Design Standards and Recommendations

### 5.4.A Introduction

New Jersey Transit partners with communities who plan to develop or redevelop areas surrounding their mass transit stations. When collaborating with NJ Transit, the Township must keep in mind a set of planning recommendations or guidelines that the transit organization sets for municipalities throughout New Jersey. NJ Transit produced a handbook entitled, *Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities* that dictates standards and suggestions they have for municipalities undergoing development.

NJ Transit defines the Station Area as the area surrounding a mass transit station. They also define a Station Area Plan as, “a document created and approved by a municipality for the station area.”<sup>42</sup>

The Handbook also provides guideline for land use and development, pedestrian and bicycle circulation, and vehicle circulation.

<sup>42</sup> Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities by NJ Transit, June 1994, 3.



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## 5.4.B Pedestrian and Bicycle Access and Circulation

“Particularly in suburban and rural areas, pedestrian circulation is typically an afterthought in the planning process. Pedestrian access and circulation must be inviting and easily accessible if the use of mass transit is to increase. Pedestrian access requirements will differ depending on the type of transit facility, traffic characteristics, and surrounding land use. In all cases however, pedestrian access should be friendly and defensible.”<sup>43</sup>

Unimpeded, clear and direct pathways between the transit facilities and the commuter or general passenger should be constructed in compliance with anticipated foot-traffic. Low-density areas require a four-foot width, while higher-density areas require a five-foot minimum width.<sup>44</sup> The pathways should be safe, well signed, and visibly delineated from any auto and train right-of-ways.<sup>45</sup> Pedestrian and bicycle pathways should be relatively short in distance so as not to deter residents from using the facilities. The Handbook states that, “The average pedestrian will travel ten to fifteen minutes, and in some areas as much as twenty minutes, to reach a commuter rail station and approximately five minutes to reach a local bus stop. Dedicated rights-of-way in new developments can allow for mid-block shortcuts, further reducing walking distances for pedestrians.”<sup>46</sup>

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<sup>43</sup> Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities by NJ Transit, June 1994, 37.

<sup>44</sup> Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities by NJ Transit, June 1994, 38.

<sup>45</sup> Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities by NJ Transit, June 1994, 40.

<sup>46</sup> Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities by NJ Transit, June 1994, 39.

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## **6.0 Plan Consistency Review**

### **6.1 Relationship to Berkeley Heights Zoning Code**

This Redevelopment Plan shall supersede all provisions of the Zoning and Development Regulations of the Township of Berkeley Heights regulating development in the area addressed by this Redevelopment Plan. Final adoption of this Plan by the Town Council shall be considered an amendment of the Township of Berkeley Heights Zoning Map.<sup>47</sup>

### **6.2 Relationship to Adjacent Municipalities**

The redevelopment area is located in the downtown district of Berkeley Heights Township along Springfield Avenue. The surrounding Municipalities include: The Borough of New Providence, Long Hill Township, Chatham Township, Borough of Watchung, Warren Township, Mountainside Boro, Summit City, and Scotch Plains Township. New Providence and Long Hill Township will likely be the most affected by the Redevelopment Plan, since the redevelopment area is adjacent to Springfield Avenue which runs through both towns.

#### **i. Borough of New Providence**

The Borough of New Providence is located northeast of Berkeley Heights and is connected via Springfield Avenue. Springfield Avenue is largely residential when first entering New Providence. The road continues past Jaycees Park, New Providence High School, and the corresponding sports/recreational fields. Springfield Avenue follows through a business district that includes a mix of small shops, restaurants, a gas station, and the New Providence Municipal Building. Coincidentally, New Providence developed an ordinance in late March of 2014 for the appropriation of funds for improvements to their own Municipal Center.

#### **ii. Township of Long Hill**

The Township of Long Hill is located northwest of Berkeley Heights and is connected via Springfield Avenue. Springfield Avenue turns into Valley Road upon entering the Village of Gillette, which is a district of Long Hill Township. Valley Road is largely a residential area, but commercial uses along it include a restaurant and an inn. Along Valley Road, there is an elementary school for the Village of Gillette. Just past the school lies Riverside Park, the Long Hill Township Municipal Center, and a mix of shops and restaurants.

#### **iii. Chatham Township**

Chatham Township is located directed north of Berkeley Heights and is connected via Snyder Ave, which turns into Bridge Ave as you enter Chatham. Only the very southern

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<sup>47</sup> Hoboken Western Edge Redevelopment Plan, 20 September 2010, 52

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tip of Chatham touches Berkeley Heights, which is Passaic River Park that traverses between the two towns. This park serves as a buffer to the largely residential area north of Bridge Ave in Chatham. Snyder Ave feeds into Springfield Ave, which is adjacent to the Municipal Complex Redevelopment site, but it is farther east and removed from any impact of the site.

## **iv. Borough of Watchung**

The Borough of Watchung is located along the most of the southwest portion of Berkeley Heights. The north west of Watchung stretches along I-78, which bisects the two municipalities and buffers residential development on either side of the expressway. The north eastern portion of Watchung that touches Berkeley Heights is adjacent to the Connell Company Corporate Campus and is separated by Valley Road. Watchung will not be affected by the Municipal Complex Redevelopment Plan.

## **v. Warren Township**

Warren Township is located along the westernmost portion of Berkeley Heights, and is connected via Emerson Lane to the south and Mountain Ave to the north. Mountain Ave splits as it enters into Warren and continues south as Mountain Ave, and briefly turns into Hillcrest Rd until it reaches Long Hill. Warren will not be affected by the Municipal Complex Redevelopment Plan.

## **vi. Mountainside Boro**

Mountainside Boro is located along the southeast portion of Berkeley Heights and is connected only by the Watchung Reservation. Mountainside will not be affected by the Municipal Complex Redevelopment Plan.

## **vii. Summit City**

Summit City is located along the easternmost tip of Berkeley Heights and is mainly connected via I-78 and the Watchung Reservation. Governor Livingston High School and its associated athletics fields is located in Berkeley Heights, but it sits on the border between Summit and Berkley Heights. Summit will not be affected by the Municipal Complex Redevelopment Plan.

## **viii. Scotch Plains Township**

Scotch Plains Township is located to the south of Berkeley Heights and is connected by the Watchung Reservation and Valley Road, which becomes Sky Top Drive as it enters the Reservation. Scotch Plains will not be affected by the Municipal Complex Redevelopment Plan.

# Municipal Complex Redevelopment Plan

*Township of Berkeley Heights, Union County, New Jersey*

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## 6.3 Relationship to Union County Master Plan

“The Union County Master Plan has a variety of planning goals and objectives designed to address major issues and influences that impact Union County’s housing, land use, transportation/circulation and economic development. The County goals and objectives recognize the interrelationships of related policies of municipalities, regional agencies and the State regarding the future development of Union County”.<sup>48</sup>

The Union County Master Plan sets guidelines for the municipalities of Union County and aims to spur economic growth through commercial, residential and transportation development. The Union County Master Plan promotes development and redevelopment consistent with surrounding areas while revitalizing “older suburban areas through...commercial adaptive reuse...upgrading of community infrastructure, and upgrading transportation and transit facilities.”<sup>49</sup>

The Berkeley Heights Municipal Complex Redevelopment Plan is consistent with the Union County Master Plan, in that it aims to promote redevelopment of an aging suburban downtown through beautification and planning efforts. The Redevelopment Plan also intends to update the transit area surrounding the Berkeley Heights Train Station, parallel with the Union County Master Plan’s goal of upgrading transit facilities to meet the municipalities growing needs.

## 6.4 Relationship to State Development and Redevelopment Plan

All of the properties in the redevelopment area are mapped within the Metropolitan Planning Area PA I as depicted on the New Jersey State Development and Redevelopment Plan. “In the Metropolitan Planning Area, the State Plan’s intention is to provide for much of the state’s future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older communities; redesign areas of sprawl; protect the character of existing stable communities.”<sup>50</sup>

In 2001, the New Jersey State Planning Commission adopted The New Jersey State Development and Redevelopment Plan. A Final Draft of the State Development and Redevelopment Plan was reissued in 2010. The State Planning Act contains three key provisions that mandate the approaches the Plan must use in achieving State Planning Goals. The Plan must *encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services or facilities and to discourage development where it may impair or destroy natural resources or environmental qualities; reduce sprawl; and promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds.* (N.J.S.A. 52:18A-196. *et seq.*)

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<sup>48</sup> Union County Master Plan: June 1998 featured in 2007 Berkeley Heights Master Plan, Michael Mistretta of Harbor Consultants, Inc., 76.

<sup>49</sup> Union County Master Plan: June 1998, 1-3 – 1-4.

<sup>50</sup> State Development and Redevelopment Plan, New Jersey State Planning Commission, adopted March 1, 2001, page 190.

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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The general redevelopment plan strategy is to achieve all the State Planning Goals by coordinating public and private actions to guide future growth into compact, ecologically designed forms of development and redevelopment, and to protect the Environs, consistent with the Statewide Policies and the State Plan Policy Map.

The New Jersey State Plan Policy Map integrates the two critical spatial concepts of the State Plan—Planning Areas, and Center and Environs—and provides the framework for implementing the Goals and Statewide Policies. Each Planning Area has specific intentions and Policy Objectives that guide the application of the Statewide Policies. The Policy Objectives ensure that the Planning Areas guide the development of location of Centers and protect the Environs. Applying the Statewide Policies through the State Plan Policy Map will achieve the goals of the State Planning Act.

According to the New Jersey State Development and Redevelopment Plan, Berkeley Heights Redevelopment area is located in the Metropolitan Planning Area, PA1. PA1 provides for much of the state's future redevelopment: revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities. As the name implies, the communities in this Planning Area often have strong ties to, or are influenced by, major metropolitan centers—the New York/Newark/Jersey City metropolitan region in the northeastern counties. The investment in passenger rail service in the Metropolitan Planning Area is represented by over 130 stations on eleven (11) heavy rail lines, two (2) rapid transit lines, two (2) light rail lines, and one (1) subway line.

Over the years, both the public and private sectors have made enormous investments in building and maintain a wide range of facilities and services to support these communities. The massive public investment is reflected in thousands of miles of streets, trade schools and colleges, libraries, theaters, office buildings, parks and plazas, transit terminals and airports. Most of these communities are fully developed, or almost fully developed, with little vacant land available for new development. Much of the change in land uses, therefore, will take the form of redevelopment.

These communities have many things in common: mature settlement patterns resulting in a diminished supply of vacant land; infrastructure systems that generally are beyond or approaching their reasonable life expectancy; the need to rehabilitate housing to meet ever changing market standards; the recognition that redevelopment is, or will be the not-too-distant future, the predominant form of growth; and a growing realization of the need to regionalize an increasing number of services and systems in light of growing fiscal restraints. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics over time.

The entire redevelopment area is located within the Metropolitan Planning Area P1 as depicted on the State Plan Map (see also exhibit in the report). The redevelopment designation for this study area is consistent with and will reinforce the goals and objectives of the State Development and Redevelopment Plan.



# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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## **7.0 Redevelopment Actions**

### **7.1 Demolition**

The Redevelopment Plan will involve the demolition of all existing buildings and structures located on Block 608, Lot 1 and Lot 4. It is proposed that the majority of the Department of Public Works buildings, structures, driveways and fueling area on Block 504, Lot 5 and Lot 6 will remain and will be supplemented by new garages, a new salt dome/structure and other accessory buildings as depicted on the conceptual site plan.

### **7.2 New Construction**

The construction of new buildings and structures and other improvements, both on site, off-site and off-tract as outlined in this Redevelopment Plan. The Township, or other designated redeveloper of the redevelopment plan, shall adhere to the parameters for development presented in this Redevelopment Plan. Once a redeveloper (contractor) is selected by the Township, the redeveloper (contractor) will be required to enter into a Redeveloper's Agreement with the Township that stipulates, among other things, the precise nature and extent of the improvements to be made and their timing and phasing as permitted therein.

### **7.3 Properties to be Acquired**

This Redevelopment Plan will not involve the taking of any privately owned property.

### **7.4 Relocation**

No residents will need to be relocated to complete this redevelopment plan. No municipal services are planned to be relocated during the construction of the redevelopment plan, although if found to be necessary, such services would be temporary in nature and only during the construction of the project. There will be a need to temporarily relocate some of the commuter parking spaces elsewhere on the property and/or off-site locations, as well as relocating employee parking during the construction of the new municipal complex.

### **7.5 Other Actions**

In addition to the demolition, new construction and the temporary relocation of parking spaces described above, several other actions may be taken by the governing body to further the goals of this Redevelopment Plan. These actions may include, but shall not be limited to: (1) provisions for the public infrastructure necessary to service the uses outlined in this Redevelopment Plan, (2) environmental site remediation, (3) vacation of public utility easements and other easements and rights-of-way as may be necessary for redevelopment and (4) the temporary relocation of uses or services.

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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## **8.0 General Provisions**

### **8.1 Role of the Township of Berkeley Heights**

#### **i. Redeveloper Selection**

In order to assure that the vision of the Berkeley Heights Redevelopment Plan will be successfully implemented in an effective comprehensive and timely way in order to promptly achieve the public purpose goals of the Redevelopment Plan, the Township Council, acting as the Redevelopment Entity, reserves the right to select the redeveloper(s) in all areas governed by this Redevelopment Plan. All designated redeveloper(s) will be required to execute a Redevelopment Agreement satisfactory to and authorized by the Township Council.

The procedural standards described here will guide redeveloper selection. The Township Council, acting as the Redevelopment Entity may, at any time, proactively solicit potential redevelopers by utilizing appropriate methods of advertisement and other forms of communication, or may, in its discretion entertain unsolicited proposal(s) from a prospective redeveloper(s) for redevelopment of one or more redevelopment parcels.

The selection of a redeveloper by the Township Council may be based on a competitive selection process. Under a competitive selection process, which may be undertaken from time to time in the discretion of the Township Council, an applicant for selection as a redeveloper will be required to submit materials to the Township Council that specify their qualifications, financial resources, experience and design approach to the proposed redevelopment project. The competitive selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the Township Council as deemed appropriate to the particular project sites.):

1. Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, parking, traffic circulation, landscaping, recreation space and other elements are consistent with the objectives and standards of this Redevelopment Plan.
2. Anticipated construction schedule, including an estimated pre-construction time period to secure permits and approvals.
3. Documentation evidencing the financial responsibility and capability of the proposed redeveloper with respect to carrying out the proposed redevelopment including but not limited to: type of company, partnership or other ownership structure, all shareholders, general or limited partners, the financial profile of the redeveloper entity and its parent, if applicable, disclosure of all ownership interests, list of comparable projects successfully completed, list of references with name, address and phone information.
4. The following provisions regarding redevelopment are hereby included in connection with the implementation of this Redevelopment Plan and the selection of a redeveloper(s)

# **Municipal Complex Redevelopment Plan**

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for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

5. The redeveloper will be obligated to carry out the specified improvements in accordance with the Redevelopment Plan.
6. The redeveloper, its permitted successor or assigns, shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan.
7. Until the required improvements are completed and a Certificate of Completion is issued by the Redevelopment Entity, the redeveloper covenants that as provided for in N.J.S.A. 40A:12A-9 and imposed in any redeveloper agreement, lease, deed or other instrument, said covenants and agreements shall remain in full force and effect.
8. The Redevelopment Agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the redeveloper(s) and any other provisions deemed necessary by the Township Council to assure the successful completion of the project.
9. The designated redeveloper(s) shall be responsible for any installation or upgrade of infrastructure related to the project whether on-site or off-site. Infrastructure items include, but are not limited to parks, recreational and open space, gas, electric, water, sanitary and storm sewers, telecommunications, streets, curbs, sidewalks, street lighting and street trees or other improvements. The extent of the designated redeveloper's responsibility will be outlined in the Redeveloper's Agreements with the Township. All utilities shall be placed underground.
10. All infrastructure improvements shall comply with applicable local, state and federal law and regulations, including the Americans with Disabilities Act and the Prevailing Wage law, where applicable.
11. In addition to the provision of the Infrastructure Items set forth herein, the Redevelopment Agreement may provide that the redeveloper(s) will agree to provide amenities, benefits, fees and payments in addition to those authorized under the Municipal Land Use Law.

## **8.2 Approvals Process**

This Redevelopment Plan changes the process by which approvals for the development of land are typically granted. For a typical development application, a property owner submits plans and an application to the Planning Board or Zoning Board of Adjustment, and the board schedules a hearing on the application. However, in order to comply with this Redevelopment Plan and to streamline the review process, the following procedure will be followed:

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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## **i. Township Council Review**

The Township Council acting as the Redevelopment Entity shall review all proposed redevelopment projects within the redevelopment area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant redeveloper agreement(s). Such review shall occur prior to the submission of the redevelopment project(s) to the Planning Board. As part of its review, the Township Council may require the redeveloper(s) to submit proposed site plan applications to the Township Council or to a subcommittee organized by the Township Council prior to the submission of such applications to the Planning Board. Such Committee may include members of the Township Council and any other members and/or professionals as determined necessary and appropriate by the Township Council. Such Committee shall make its recommendations to the Mayor and Council.

In undertaking its review, the Township Council shall determine whether the proposal is consistent with this Redevelopment Plan and relevant redeveloper agreement(s). In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of this Plan.

## **ii. Planning Board Review Process**

All development applications shall be submitted to the Township of Berkeley Heights Planning Board through the normal site plan and subdivision procedures as outlined in N.J.S.A. 40:55D-1 et seq. The Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the Township Council as a redeveloper(s) and the project plan has not been reviewed and approved by the Township Council. Additionally, the Planning Board shall deem any application for redevelopment for any property subject to this Redevelopment Plan incomplete if the applicant has not received approval from the Township Council or any committee that it may designate for such purpose, stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement.

## **iii. Variances & Design Waivers**

Neither the Planning Board nor the Board of Adjustment shall grant any deviations from the terms and requirements of this Redevelopment Plan, including the granting of any “c” or “d” variances. Unless otherwise specified in this Plan, any proposed changes to the Redevelopment Plan shall be in the form of an amendment to the Redevelopment Plan adopted by the Township Council in accordance with the procedures set forth in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

## **8.3 Easements**

No building shall be constructed over a public easement in the Redevelopment Area without prior written approval of the Township Council.

# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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## **8.4 Site Plan Review**

### **i. Site Plan and Subdivision Review**

Site plans should be submitted to the Township Council (as redevelopment agency) for approval prior to review and approval by the Planning Board. Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Township Planning Board.

### **ii. Approvals by Other Agencies**

The redeveloper shall be required to provide the Township with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the Redeveloper's Agreement to be executed between the redeveloper and the Township.

### **iii. Certificate of Completion and Compliance**

Upon the inspection, verification and approval by the Township Council that the redevelopment of a parcel subject to a Redevelopment Agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

### **iv. Severability**

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

### **v. Adverse Influences**

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

### **vi. Non-Discrimination Provisions**

No covenant, lease, conveyance or other instrument shall be affected or executed by the Township Council or by a developer or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the Township Council, or the developer, upon the basis of race, creed, color, or national origin in the sale, lease, use or occupancy thereof. Appropriate



# **Municipal Complex Redevelopment Plan**

*Township of Berkeley Heights, Union County, New Jersey*

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covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color or national origin.

## **vii. Escrows**

The redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the professional consultants retained by the Township to review the proposed redevelopment project and advise the Township on any and all aspects of the redevelopment process and as otherwise set forth in a Redevelopment Agreement.

## **viii. Infrastructure and Public Improvements**

The redeveloper, at the redeveloper's cost and expense, shall provide all necessary engineering studies for, and construct or install all on- and off-site municipal infrastructure improvements and capacity enhancements or upgrades required in connection with the provision of water, sanitary sewer, and stormwater sewer service to the project, in addition to all required tie-in or connection fees. The redeveloper shall also be responsible for providing, at the redeveloper's cost and expense, all sidewalks, curbs, streetscape improvements (street trees and other landscaping), street lighting, and on- and off-site traffic controls and road improvements for the project or required as a result of the impacts of the project. The Redevelopment Agreement between the Township and the redeveloper will contain the terms, conditions, specifications, and a description of required performance guarantees (such as performance bonds or other acceptable performance security) pertaining to redeveloper's obligation to provide the infrastructure and improvements required for the project.

## **ix. Duration of the Plan**

The provisions of this Plan specifying the redevelopment of the Redevelopment Area and the requirements and restrictions with respect thereto shall be in effect for a period of 40 years from the date of approval of this plan by the Township Council.

## **x. Procedure for Amending the Approved Plan**

The Township of Berkeley Heights Township Council, at its sole discretion, may amend the Redevelopment Plan from time to time upon compliance with the requirements of state law.

## ***Exhibits***



## State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Division of Land Use Regulation

Mail Code 501-02A

P.O. Box 420

Trenton, New Jersey 08625-0420

[www.nj.gov/dep/landuse](http://www.nj.gov/dep/landuse)

CHRIS CHRISTIE  
*Governor*

KIM GUADAGNO  
*Lt. Governor*

BOB MARTIN  
*Commissioner*

January 28, 2016

### FLOOD HAZARD AREA APPLICABILITY DETERMINATION Flood Hazard Area Control Act Rules, N.J.A.C. 7:13 et. Seq

Mr. Edward Kuc  
Eastern States Environmental Associates  
315 Mountain View Drive  
Kunkletown, Pennsylvania 18058

RE: File No. 2001-16-0002.1 APD 160001  
Applicant: Berkeley Heights Township

Dear Mr. Kuc,

This is in response to your letter received on January 4, 2016 concerning a property located in the vicinity of the tributaries to the Passaic River off Columbus Avenue, within Lot Nos. 1 and 4 of Block No. 608 and Lot Nos. 5 and 6 of Block No. 504, in Berkeley Heights Township, Union County.

#### DECISION

A review of a drawing prepared by Harbor Consultants Inc., dated November 24, 2015, unrevised, entitled:

"NJDEP FHA APPLICABILITY DETERMIANTION BERKEELY HEIGHTS MUNICIPAL COMPLEX LOT 1 & 4; BLOCK 608, LOT 5 & 6; BLOCK 504 PORTION OF BERKEKEY (sp) AVENUE & COLUMBUS AVENUE R.O.W TOWNSHIP OF BERKELEY HEIGHTS COUNTY OF UNION NEW JERSEY", unnumbered

indicates a Flood Hazard Area Permit is not required.

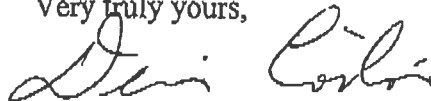
### REASON FOR DECISION

Based on a review of the governmental flood studies no activity is proposed in the flood hazard area.

This letter does not relieve the applicant the responsibility of obtaining any other required State, Freshwater Wetlands, Federal or local permits and approvals as required by law is based on a review of information submitted in accordance with the existing regulations. This determination shall be considered null and void if the submitted information is determined to be incorrect or site conditions change. This letter is valid for five (5) years from the date of this letter.

If you have any questions, I can be reached at [dennis.contois@dep.nj.gov](mailto:dennis.contois@dep.nj.gov) or (609) 633-6563.

Very truly yours,



Dennis Contois  
Supervisor

C: Berkeley Heights Township Engineer